

December 31, 2007

TO: Members of the MAG Management Committee

FROM: Jan Dolan, Scottsdale, Chair

SUBJECT: NOTIFICATION OF TELEPHONE CONFERENCE CALL MEETING AND TRANSMITTAL
OF TENTATIVE AGENDA

Wednesday, January 9, 2008- 12:00 to 1:00 p.m.
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Due to the brief nature of the agenda, a telephone conference call meeting of the Management Committee will be held at the MAG offices at the time and place noted above.

Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call.

The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

For those attending in person, please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

A Voluntary Association of Local Governments in Maricopa County

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
January 9, 2008**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of November 7, 2007 Meeting Minutes

4A. Review and approval of the November 7, 2007 meeting minutes.

*4B. Consultant Selection for the Performance Measurement Framework and Congestion Management Update

The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes the Performance Measurement Framework and Congestion Management Update. The

4B. Recommend that PBS & J be selected to conduct the Performance Measurement Framework and Congestion Management Update for an amount not to exceed \$550,000.

Framework and Update will provide the MAG region with reports, strategies, and planning tools that measure performance and congestion of the transportation system at various levels. A request for proposals (RFP) was advertised in November 2007. Three proposals were received and reviewed by a multi-agency proposal evaluation team. On December 17, 2007, the evaluation team interviewed firms and recommended to MAG the selection of PBS & J to conduct the Framework and Update for an amount not to exceed \$550,000. Please refer to the enclosed material.

*4C. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG TIP, and Material Change to the ADOT Program

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to highway projects in the FY 2008-2012 TIP are listed in Table A, and the administrative modification to transit projects in the FY 2008-2012 TIP is listed in Table B. Since the Transportation Review Committee approved the list, there have been two additional projects added to the list: DOT08-841 and TMP08-603. The amendment includes projects that may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. In addition, Table C notes the Material Change to the ADOT Program. Please refer to the enclosed material.

*4D. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the

4C. Recommend approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and a material change to the ADOT Program as shown in the attached tables.

4D. Consultation.

addition of seven federally-funded Hazard Elimination Safety and Transportation Enhancement projects. The amendment also includes one new project and several minor project changes for the Arizona Department of Transportation in FY 2008. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. In addition, MAG is conducting consultation on a conformity assessment for a City of Goodyear project-level conformity determination for a park-and-ride facility located at the northwest corner of Interstate-10 and Dysart Road. Comments on the conformity assessments are requested by January 25, 2008. Please refer to the enclosed material.

*4E. Upcoming Human Services Grant Opportunities

Every year, MAG facilitates two different application processes to support homeless assistance programs as well as agencies that transport older adults and people with disabilities. The application competition for Section 5310 funds to support agencies that transport older adults and people with disabilities has been opened by the Arizona Department of Transportation. The U.S. Department of Housing and Urban Development (HUD) is expected to release the Stuart B. McKinney applications to support homeless assistance programs in the next few months. This item is presented to make member agencies aware of the opportunities for funding and to offer technical assistance throughout the process.

The MAG Continuum of Care Regional Committee on Homelessness submits a consolidated application to the U.S. Department of Housing and Urban Development (HUD) for Stuart B. McKinney funds to support homeless assistance programs. Each year, the region receives record breaking awards. Last year, the region received more than \$20 million. Typically, new applications are limited by HUD to permanent housing projects that serve chronically

4E. Information.

homeless people. HUD is expected to release the application in March.

The MAG Elderly and Persons with Disabilities Transportation Program Committee prepares a priority listing of applications for the Arizona Department of Transportation (ADOT) for Section 5310 funds. This funding source provides vans, radio equipment, and software to nonprofit agencies, municipalities and tribes transporting older adults and people with disabilities. Last year, mobility management funds were made available for the first time to assist agencies in coordinating programs. The due date for the applications is February 11, 2008 at noon. Please refer to the enclosed material.

*4F. Discussion of the Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments for FY 2009 provides an opportunity for early input into the development of the Work Program and Budget. Please refer to the enclosed material.

*4G. Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye

The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to incorporate the changes outlined in the Comprehensive Amendment for the Town of Buckeye. The amendment proposes 18 wastewater treatment facilities to serve the Town of Buckeye Municipal Planning Area (MPA) including five of the six existing facilities, six planned facilities, and seven future facilities. The ultimate proposed capacity for the Town of Buckeye MPA would be 241.2 million gallons per day. The

4F. Information.

4G. Recommend approval of the Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye.

Town plans to maximize opportunities for reuse and recharge of treated effluent from the facilities. In addition, each of the 18 facilities has or may obtain an Arizona Pollutant Discharge Elimination System Permit for discharges into Waters of the United States. The project is within three miles of the towns of Gila Bend and Wickenburg, cities of Glendale, Goodyear, and Surprise, and unincorporated Maricopa County. Five of the six entities have indicated no objections. The City of Surprise has indicated that it opposes this plan only due to a boundary issue. The public hearing on the draft amendment was conducted on December 13, 2007. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

5. MAG Federal Funding Process Update

On March 13, 2007 and November 6, 2007, MAG Held workshops to discuss the MAG Federal Fund program that utilizes Congestion Mitigation and Air Quality funds (CMAQ). The next meeting is scheduled for early 2008. Staff will provide an update on the review of the MAG federal funds process that MAG uses to evaluate and recommend projects for CMAQ funding. The goal of the process is to ensure that it is consistent with the provisions of the guidance provided by the Federal Highway Administration and is clearly articulated to the MAG member agencies. It is anticipated that a report on possible improvements will be provided to the Management Committee in the Spring of 2008.

6. Programming of Projects for MAG Federal Funding in the Draft FY 2009-2013 MAG Transportation Improvement Program

The MAG Regional Transportation Plan (RTP) targets all future MAG federal funds to specific modes and, in some cases, identifies specific projects for the funds. For Intelligent

5. Information and discussion.

6. Recommend approval of the projects listed in the attached table to be added to the MAG Federal Fund Program and to be added to the Draft FY 2009-2013 MAG Transportation Improvement Program.

Transportation Systems (ITS), bicycle, pedestrian and air quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for the MAG Federal funds expected to be available for FY 2013, FY 2010, and FY2009 have been received and ranked by modal technical advisory committees. The attached table contains a list of projects submitted, and the Transportation Review Committee's recommendation for projects to receive MAG Federal funding for the respective federal fiscal years. Please refer to the enclosed material.

7. MAG Human Services Resource Assessment Project

This project maps out resources used to address human services throughout the region. To put these resources in context, an index for human services demand has been created and mapped out as well. This index is the first of its kind in the country. The project provides a very current measure of the demand for human services that MAG member agencies, funders and nonprofit agencies may use a tool for planning and program development. Please refer to the enclosed material.

8. Update on MAG Managers Forum

At the November 7, 2007, Management Committee meeting, staff solicited interest and possible ideas for the potential program of a MAG Manager's Forum. To work effectively as a region, great relationships and effective communication are essential. To assist in addressing these issues, an informal regional dialogue event for managers has been suggested. Prior to the event, a short profile questionnaire would be distributed to managers and the results compiled to assist in enhancing professional knowledge about managers in the region and strengthen relationships. At the one-half day event, managers would be invited to share their experiences in small group discussion through an Appreciative Inquiry exercise and discuss the challenge of acting locally while working regionally. Dr. James Johnson is the

7. Recommend approval of the MAG Human Services Resource Assessment Project.

8. Information and discussion.

invited keynote speaker for the luncheon. Members of the Regional Council are also being invited to the luncheon portion of the forum. Dr. Johnson is William Rand Kenan, Jr. Distinguished Professor; Director, Urban Investment Strategies Center; and associated with the Frank Hawkins Kenan Institute of Private Enterprise and Kenan-Flagler Business School at the University of North Carolina at Chapel Hill. Dr. Johnson's luncheon presentation focuses on global and national trends and would complete the approximate one-half day event. The forum is proposed to take place on Friday, March 14 at the Virginia G. Piper Auditorium which is located on the University of Arizona College of Medicine - Phoenix campus, in collaboration with Arizona State University, in downtown Phoenix.

9. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

9. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
November 7, 2007
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

George Pettit, Gilbert, Acting Chair	Horatio Skeete for Ed Beasley, Glendale
Bridget Schwartz- Manock for Jan Dolan, Scottsdale, Chair	Mark Brown for Brian Dalke, Goodyear
Rogene Hill for Charlie McClendon, Avondale, Vice Chair	Mark Johnson, Guadalupe
# Matthew Busby for George Hoffman, Apache Junction	Darryl Crossman, Litchfield Park
* Jeanine Guy, Buckeye	Scott Butler for Christopher Brady, Mesa
* Jon Pearson, Carefree	Tom Martinsen, Paradise Valley
Wayne Anderson for Usama Abujbarah, Cave Creek	Carl Swenson for Terry Ellis, Peoria
Mark Pentz, Chandler	Karen Peters for Frank Fairbanks, Phoenix
Dr. Spencer Isom for B.J. Cornwall, El Mirage	# John Kross, Queen Creek
Alfonso Rodriguez, Fort McDowell Yavapai Nation	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Tim Pickering, Fountain Hills	Jim Rumpeltes, Surprise
* Lynn Farmer, Gila Bend	Shelley Hearn for Tempe
Pamela Johnson for Joseph Manuel, Gila River Indian Community	* Reyes Medrano, Tolleson
	# Gary Edwards, Wickenburg
	* Lloyce Robinson, Youngtown
	# Dale Buskirk for Victor Mendez, ADOT
	* David Smith, Maricopa County
	Chris Curcio for David Boggs, Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Acting Chair George Pettit at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Acting Chair Pettit noted that Dale Buskirk, Matt Busby, John Kross, and Gary Edwards were participating by telephone conference call. Acting Chair Pettit stated that transit tickets were

available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

Acting Chair Pettit stated that Tom Martinsen was retiring after ten years as Paradise Valley Town Manager. Mr. Martinsen was presented a resolution of appreciation in acknowledgment of his contributions to the region. Mr. Martinsen thanked the committee for being such great colleagues. He commented that regional efforts are necessary and he had enjoyed being a part of MAG. Mr. Martinsen noted that his successor, Jim Bacon, will take over the Town Manager position January 7, 2008.

Acting Chair Pettit recognized Harry Wolfe, MAG Senior Project Manager, who will be retiring after working at MAG for 24 years. Mr. Pettit noted that Mr. Wolfe provided leadership in aviation, population, socioeconomic and Census activities and staffed numerous MAG committees. He noted the importance of the accuracy of the population estimates to the budgets of municipalities. Mr. Pettit congratulated Mr. Wolfe on the outstanding job he had done at MAG.

Dennis Smith, MAG Executive Director, stated that Mr. Wolfe had coordinated many projects, including the Westside Joint Land Use Study that was the first study done to protect Luke Air Force Base. He noted that Mr. Wolfe would be pursuing his passion to work on elderly mobility in airports. Mr. Smith remarked that Mr. Wolfe did quality, detailed work and it had been a pleasure working with him. Mr. Wolfe thanked the Committee for the recognition and remarked that he had enjoyed working at MAG for almost a quarter of a century.

3. Call to the Audience

Acting Chair Pettit stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Acting Chair Pettit noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Acting Chair Pettit noted that no public comment cards had been received.

4. Approval of Consent Agenda

Acting Chair Pettit stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, and #4H were on the consent agenda. Acting Chair Pettit reviewed the public comment guidelines for the consent agenda. He noted that no public comment cards had been received. Acting Chair Pettit asked if any member of the committee had questions or a request to have a presentation on any consent agenda item. None were noted.

Mr. Butler moved to recommend approval of consent agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, and #4H. Mr. Rumpeltes seconded, and the motion carried unanimously.

4A. Approval of October 3, 2007 Meeting Minutes

The Management Committee, by consent, approved the October 3, 2007 meeting minutes.

4B. Pedestrian and Bicycle Design Assistance Programs

The Management Committee, by consent, recommended approval of the following projects for funding from the Design Assistance Program: City of Scottsdale, 70th Street Pedestrian and Bicycle Connection (\$55,000); Town of Gilbert, Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000); Town of Gilbert, Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000); City of Peoria, New River Underpass at Olive Avenue (\$125,000). The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2007, includes \$200,000 for the Pedestrian Design Assistance Program and \$300,000 for the Bicycle/Shared-Use Design Assistance Program. Four project applications were submitted by member agencies. The Pedestrian Working Group, the Bicycle Task Force, and the Transportation Review Committee unanimously recommended the four Design Assistance projects for approval.

4C. MAG Regional Bikeway Master Plan

The Management Committee, by consent, recommended approval of the MAG Regional Bikeway Master Plan. In June 2005, the MAG Regional Council approved \$150,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the development of the MAG Regional Bikeway Master Plan. On August 21, 2007, the MAG Regional Bicycle Task Force recommended the MAG Regional Bikeway Master Plan for approval. The Master Plan serves as a guide for improving, expanding and connecting the MAG Region's bicycle facility network. The MAG Pedestrian Working Group, the MAG Bicycle Task Force, and the Transportation Review Committee unanimously recommended the MAG Regional Bikeway Master Plan for approval.

4D. Arterial Life Cycle Program Status Report

Fiscal Year (FY) 2007 was the first full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During that time, eighteen ALCP project overview reports were prepared by the lead agencies for projects in FY 2007. This brought the total of project overview reports submitted to twenty. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. In FY 2007, sixteen project agreements were executed, bringing the total number of signed project agreements reports to seventeen. The Maricopa Association of Governments anticipates that an additional 20 agreements will be executed during FY 2008. The start of FY 2008 marks the beginning of the second full fiscal year of the implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 39 projects programmed for work in FY 2008. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$75 million is programmed for reimbursement in FY 2008. This item was on the agenda for information.

4E. Proposed 2008 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details for Public Works Construction publication represents the best professional thinking of representatives of several Public Works Departments. It was written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. Annually, the specifications and details are reviewed and refined by members of the construction industry. The MAG Standard Specifications and Details Committee has completed its 2007 review of proposed revisions to the MAG publication. The summary was sent to MAG Public Works Directors, in addition to members of the Management Committee, for review for a period of one month. If no objections to any of the proposed revisions are suggested within the month review time frame, then the proposed revisions are regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2008. This item was on the agenda for information.

4F. Update to the Arterial Life Cycle Program Policies and Procedures

The Management Committee, by consent, recommended approval of the proposed changes to the previously approved December 13, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures. The ALCP is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The ALCP Policies and Procedures provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner. Revisions are now required to the ALCP Policies and Procedures that were approved by the MAG Regional Council on December 13, 2006. The proposed revisions include a new section on Regional Area Road Fund (RARF) closeout policies and other minor technical refinements. MAG staff and the ALCP Working Group met on September 6, 2007 to discuss and develop the suggested technical changes to the December 13, 2006 ALCP Policies and Procedures. A draft version of the suggested changes was disseminated via email to the ALCP Working Group for additional review and comments. The section on the ALCP RARF closeout establishes policies for determining the availability of funds used in the ALCP RARF closeout process, project eligibility requirements and deadlines, and the prioritization of eligible projects that may receive ALCP RARF closeout funds. The technical refinements to the ALCP Policies and Procedures include certifying the revenues and regional reimbursement costs in the ALCP Report, removing the requirement for QA/QC meetings, and modifying the inflation factor used for ALCP calculations.

4G. Vendor Selection for Digital Aerial Photography

The Management Committee, by consent, recommended approval of the selection of Aerials Express to provide digital aerial photography in an amount of \$32,250 plus applicable tax. In May 2007, the MAG Regional Council approved the FY 2008 Unified Planning Work Program and Annual Budget, which included \$85,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. As in past years, this photography has been made available at no charge to MAG member agencies. MAG issued an Invitation for Bids and

on September 14, 2007 received three bids to provide this product, from Aerials Express, AirPhotoUSA (Digital Globe) and Landiscor. A multi jurisdictional evaluation team reviewed the bids, and it was recommended to MAG that the lowest bid of \$32,250 plus tax from Aerials Express be selected. The MAG Management Committee is requested to recommend approval of Aerials Express to provide digital aerial photography in an amount of \$32,250 plus applicable tax.

4H. Approval of the Draft July 1, 2007 Maricopa County and Municipality Resident Population Updates

The Management Committee, by consent, recommended approval of the July 1, 2007 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. The draft July 1, 2007 Maricopa County and Municipality Resident Population Updates, which are used to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by DES, the MAG POPTAC recommended approval of these Updates provided that the County control total is within one percent of the final control total.

5. Commuter Rail Strategic Plan

Rick Pilgrim, URS Corporation, provided an update on the Commuter Rail Strategic Plan, which was initiated in February 2007. Mr. Pilgrim stated that the overall project approach was to convene stakeholders from around the region to define requirements for commuter rail in the MAG region and northern Pinal County, and to develop consensus for commuter rail in the Regional Transportation Plan. Mr. Pilgrim stated that the orienting theme is including a balance of physical requirements and jurisdictional requirements.

Mr. Pilgrim explained the different types of rail technology: light rail, an example of which is the system which will be operative in Phoenix by the end of next year; heavy rail, an example of which is the BART subway system in San Francisco; and commuter rail, an example of which is the Trinity Railway Express in Dallas that uses a locomotive train.

Mr. Pilgrim stated that commuter rail can benefit consumers by providing longer trips in congested corridors, offering relief in peak periods to parallel highways, providing service to urban centers, offering consistent travel times in the future, and providing links to developing areas. He noted that the purposes for trips by commuter rail include daily AM and PM peak period and occasional midday, evening, and weekend travel. Mr. Pilgrim stated that commuter rail would transfer to other transit connections, such as bus or light rail.

Mr. Pilgrim noted that 21 systems are currently operating in the nation, with 26 systems either proposed or in the planning stages. He advised that the Denver, Salt Lake City, Seattle, Dallas, and Houston regions, with which the MAG region competes for employers and skilled employees, are investing in rail.

Mr. Pilgrim stated that there is a need for transportation options due to population and traffic growth, transportation cost increases, air quality concerns, economic sustainability, and implementing existing railroad alignments for uses other than freight.

Mr. Pilgrim stated that in developing the strategic plan, an analysis evaluated the Strengths, Weaknesses, Opportunities, and Threats and identified the physical, operational, jurisdictional and financial opportunities and constraints in the region. Mr. Pilgrim displayed a map that showed the areas identified by stakeholders that might be appropriate for commuter rail.

Mr. Pilgrim stated that the proposed goals for the strategic plan include employing commuter rail to shape growth, improving transportation mobility opportunities, providing a seamless and cost effective transportation option, promoting sustainability, and increasing public/private cooperation toward implementing commuter rail.

Mr. Pilgrim then reviewed the implementation framework. He said that the concept system plan was developed from information in a previous MAG study and through input from stakeholders. The concept system plan includes utilization of the freight rail lines that are currently in place in the study area: the BNSF Grand Avenue, Union Pacific (UP) Mainline Chandler, the UP Mainline Southeast, the UP Mainline Yuma/West, and the UP Mainline Tempe. Mr. Pilgrim stated that the concept plan also considers potential alignments in developing areas.

Mr. Pilgrim said that implementing commuter rail will require decisions on governance and administration, cooperation with the railroads, and funding. He noted three potential commuter rail scenarios: the Get Started - a single corridor, low cost of entry option; the Starter System - a two or more corridors, moderate cost of entry option; the Regional System - a multiple corridors, high cost of entry option.

Mr. Pilgrim stated that the final stakeholders meeting took place last week and they are in the process of outlining the implementation requirements. He advised that a draft final report would be brought before the Management Committee in January or February 2008. Acting Chair Pettit thanked Mr. Pilgrim for his update. No questions from the Committee were noted.

6. Update on the Incarceration of Municipal Prisoners Stakeholders Group

Jeff Romine, MAG Senior Regional Economist, updated members on activities of the Incarceration of Municipal Prisoners Stakeholders Group. He noted that the Stakeholders Group has met on three occasions and reached consensus on a number of recommendations, but two items remain to be resolved prior to reporting the findings to the Management Committee: The Maricopa County Jail Per Diem Rates Study and the billing rate change information provided to municipalities.

Mr. Romine stated that Maricopa County is currently completing the Maricopa County Jail Per Diem Rates Study to analyze the methodology and costs related to local jurisdictional reimbursement rates for booking and per diem expenses of municipal prisoners. He noted that completion of the study is anticipated for the end of December and the consultant will provide a briefing to the Management Committee in February.

Mr. Romine stated that currently, the billing rates are provided to municipalities each April by the Maricopa County Finance Department. Upon discussion with the Stakeholders, the County agreed to provide the billing rate information by February 1st of each year. He advised that to provide useful information for local budget processes, municipalities have indicated they need the information as early as October of the previous year. Mr. Romine stated that County staff is currently investigating the earliest date when preliminary billing rate data could be made available.

Mr. Romine stated that the Stakeholders Group has reached a consensus to encourage the use of videoconferencing for adjudication. He advised that right now, only one jail has videoconferencing capability, and there is hope by the Sheriff's Office to provide this capability to other jail locations in the County.

Acting Chair Pettit asked the extent the Stakeholders discussed with the County opening up more booking sites to minimize the costs of transporting prisoners downtown. Mr. Romine replied that the Stakeholders had not explicitly discussed additional sites, but did discuss the future need for additional jail space, which would also include booking space.

7. Interest in Holding an Informal Discussion of Managers

Mr. Smith noted that not only has the region gained more than 800,000 new residents since 2000, and since that time, several communities have new managers. Mr. Smith stated that Chair Jan Dolan and Vice Chair Charlie McClendon met with staff about scheduling a relationship-building forum. He noted that some of the ideas include preparing a questionnaire to be completed by managers. The information from the questionnaire could be used in the preparation of a directory for managers' use. Mr. Smith stated that the forum could be held in the morning and include exercises on sharing career experiences and best practices. He noted that another idea is to bring in Dr. James Johnson, Professor of Management at University of North Carolina Chapel Hill, as a luncheon speaker. Mr. Smith added that the elected officials also could be invited to this luncheon. Mr. Smith introduced Alana Chavez, MAG Management Analyst, who will staff the effort. He advised the Management Committee that this was only a concept at this point and stated that direction was requested on whether the Management Committee wanted this to proceed.

Mr. Pickering expressed that he thought this was an outstanding concept and he fully supported holding a forum. He commented that managers do not have the opportunity to socialize and develop relationships and he thought it important to know both sides of the Valley. Mr. Pickering offered his assistance in the effort.

Mr. Rumpeltes stated his agreement with Mr. Pickering's comments. He added that he was pleased to hear of the concept.

Ms. Hill conveyed Mr. McClendon's support for the idea and would like to see it move forward.

Mr. Crossman expressed that the forum was a good idea and was timely.

Mr. Smith stated that putting together a statewide transportation plan will be more challenging than putting together Proposition 400.

8. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Acting Chair Pettit noted the importance of paying close attention to the population estimate numbers when they are released.

Mr. Smith noted that the Management Committee had received an air quality briefing the previous month. He noted that the December Regional Council meeting had been rescheduled to later in the month to accommodate late information received for the PM-10 Plan that is due to Environmental Protection Agency by December 31. He asked members to contact staff if they had any questions before the Regional Council meeting.

Shelley Hearn announced that Tempe's new City Manager, Charlie Meyer, will begin work in December. She commented that he would be appreciative of attending the forum and getting acquainted with the Committee.

There being no further business, the meeting adjourned at 12:40 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Consultant Selection for the Performance Measurement Framework and Congestion Management Update

SUMMARY:

The FY 2008 MAG Unified Planning Work Program (UPWP) and Annual Budget includes the Performance Measurement Framework and Congestion Management Update for \$550,000. The project was originally programmed as two separate projects, and at the Executive Committee meeting on July 9, 2007, an amendment to the FY 2008 UPWP was approved to combine the studies and funding in the FY 2008 UPWP.

The result of this project will provide the MAG region with reports, strategies, and planning tools to comply with the requirements of the final federal regulations: SAFETEA-LU, effective March 16, 2007. SAFETEA-LU requires a metropolitan-wide, integrated strategy for evaluating the performance of transportation projects as they relate to congestion mitigation. In addition to federal regulations, this project will provide a framework and prototype report that is necessary to prepare for the series of performance audits starting in 2010 as mandated by the Arizona Legislature in conjunction with the passage of Proposition 400.

The goal is to develop an integrated and consistent process that will include a reporting methodology as well as standards for rating criteria, measures and targets. Findings from this project will be reflected in the MAG Regional Transportation Plan and the Transportation Improvement Program.

A request for proposals (RFP) was advertised in November 2007. Three proposals from Jacobs-Carter Burgess, Kimley Horn & Associates, and PBS & J were received and reviewed by a multi-agency proposal evaluation team. On December 17, 2007, the evaluation team interviewed firms and recommended to MAG the selection of PBS & J to conduct the project in an amount not to exceed \$550,000.

PUBLIC INPUT:

No public input was received.

PROS & CONS:

PROS: This project will allow MAG to move forward in meeting its state and federal requirements for regional transportation planning. This project will result in an integrated congestion management process and performance measurement system that will provide MAG member agencies and staff and the public with timely and consistent information. The congestion management process component of this study will focus on the development of the criteria and measures to evaluate projects. These criteria will be used in the performance measurement component to analyze observed and simulated data and evaluate the efficiency of the regional transportation system.

CONS: If not approved, it would delay MAG from meeting state and federal requirements related to regional transportation programming and planning.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This combined study will provide guidance to MAG and its member agencies in the

preparation of transportation project prioritization as well as a coordinated methodology to report on the performance and efficiency of the region's transportation investments.

POLICY: The findings of this combined study will provide the framework and reports to comply with federal regulations of SAFETEA-LU and state regulations for the implementation of Proposition 400.

ACTION NEEDED:

Recommend that PBS & J be selected to conduct the Performance Measurement Framework and Congestion Management Update for an amount not to exceed \$550,000.

PRIOR COMMITTEE ACTIONS:

On December 17, 2007, the proposal evaluation team interviewed three firms and recommended to MAG the selection of PBS & J to conduct the Performance Measurement Framework and Congestion Management Update for an amount not to exceed \$550,000.

PROPOSAL EVALUATION TEAM

Tom Callow - City of Phoenix
Randy Overmyer - City of Surprise
Scott Nodes - ADOT
Dave Meinhart - City of Scottsdale

Monique de los Rios Urban - MAG
Sarath Joshua - MAG
Eileen Yazzie - MAG

Executive Committee: On July 9, 2007, the Executive Committee approved the amendment to the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to combine the Update of Congestion Management Process with the MAG Performance Measurement Framework Study.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
Councilmember Peggy Neely, Treasurer
Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa
Mayor Thomas L. Schoaf, Litchfield Park
Mayor Marie Lopez Rogers, Avondale

* Not present

Participated by video or telephone conference call

Regional Council: May 25, 2007, MAG Regional Council approved the FY 2008 MAG Unified Planning Work Program and Budget, which includes the MAG Performance Measurement Framework Study for \$150,000.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
* Mayor Douglas Coleman, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Bobby Bryant, Buckeye
Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell
Yavapai Nation
Mayor Wally Nichols, Fountain Hills
Mayor Daniel Birchfield, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale

* Mayor Bernadette Jimenez, Guadalupe
Councilmember Marcie Ellis for Mayor Thomas
Schoaf, Litchfield Park
Supervisor Don Stapley, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Vice Mayor Vicki Hunt for Mayor Bob Barrett,
Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
* President Joni Ramos, Salt River
Pima-Maricopa Indian Community
Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
+ Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown

* Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board

F. Rockne Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

May 26, 2006, MAG Regional Council approved the FY 2007 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included the Update of Congestion Management Process (CMP) for \$400,000

MEMBERS ATTENDING

Councilmember Mike Whalen for Mayor
Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park,
Vice Chair
Councilmember John Insalaco for Mayor
Douglas Coleman, Apache Junction
Mayor Marie Lopez-Rogers, Avondale
Vice Mayor Chris Urwiller for Mayor Dusty
Hull, Buckeye
*Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
*President Raphael Bear, Fort McDowell
Yavapai Nation
Vice Mayor Jay Schlum for Mayor Wally
Nichols, Fountain Hills
*Mayor Daniel Birchfield, Gila Bend
*Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear

*Mayor Bernadette Jimenez, Guadalupe
Supervisor Mary Rose Wilcox for Supervisor
Max Wilson, Maricopa County
Councilmember Dan Schweiker for
Mayor Ron Clarke, Paradise Valley
Vice Mayor Bob Barrett for
Mayor John Keegan, Peoria
Councilmember Peggy Neely for
Mayor Phil Gordon, Phoenix
#Mayor Wendy Feldman-Kerr, Queen Creek
*President Joni Ramos, Salt River
Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
Mayor Joan Shafer, Surprise
*Mayor Hugh Hallman, Tempe
*Mayor Adolfo Gamez, Tolleson
+Mayor Ron Badowski, Wickenburg
*Mayor Bryan Hackbarth, Youngtown
Joe Lane, ADOT
Felipe Zubia, ADOT
F. Rockne Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

CONTACT PERSON:

Monique de los Rios Urban & Eileen Yazzie 602.254.6300

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG TIP, and Material Change to the ADOT Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and FY 2007 Regional Transportation Plan (RTP) 2007 Update were approved by the Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs.

The proposed amendments and administrative modifications to highway projects in the FY 2008-2012 TIP are listed in Table A, and the administrative modification to transit projects in the FY 2008-2012 TIP is listed in Table B.

Following action by the Transportation Review Committee on December 6, 2007 to recommend approval of the list, two additional projects were added: DOT08-841 and TMP08-603. The amendment includes projects that may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. In addition, Table C notes the Material Change to the ADOT Program.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be followed to confirm this.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and a material change to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On December 6, 2007, the TRC unanimously recommended approval of an Amendment and an Administrative Modification to the FY 2008-2012 Transportation Improvement Program as shown in the attached tables.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow	* Litchfield Park: Mike Cartsonis
* ADOT: Dan Lance	Maricopa County: John Hauskins
Avondale: Kelli LaRosa for David Fitzhugh	Mesa: Scott Butler
Buckeye: Scott Lowe	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
El Mirage: Lance Calvert for B.J. Cornwall	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
* Gila Bend: Lynn Farmer	Scottsdale: David Meinhart for
Gila River: David White	Mary O'Connor
Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Terry Johnson	Tempe: Carlos de Leon
Goodyear: Cato Esquivel	Valley Metro Rail: John Farry
Guadalupe: Jim Ricker	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott	*Pedestrian Working Group: Eric Iwersen
*Street Committee: Darryl Crossman	*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

PROJECT CHANGE SHEET
Management, January 9, 2008

Table A Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications											
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT06-252	ADOT	85: MP 130.71 to MP 137.00	Reconstruct roadway	2008	6.29	NHS	\$ 7,291,300	\$ 19,708,700	\$ -	\$ 27,000,000	Admin. Modification - Cost increase by \$6.1 million.
DOT08-670	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Design general purpose lanes	2008	4.5	State	\$ 2,200,000	\$ -		\$ 2,200,000	Admin. Modification - Increase State/Local funds from \$1.6 mill to \$2.2 mill
DOT08-674	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Construct HOV lanes	2008	4	CMAQ	\$ 17,100,000	\$ 4,900,000	\$ -	\$ 22,000,000	Amendment - Delete project and combine project and funds to DOT10-6C33B.
DOT08-833	ADOT	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design and construct FMS	2008	6	CMAQ	\$ 600,000	\$ 4,900,000	\$ -	\$ 5,500,000	Admin. Modification - Changed funding sources and amounts.
DOT10-6C33B	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Loop 202 (Santan Fwy)	Construct HOV lanes (State funds)	2008	9.7	State	\$ 52,600,000	\$ -	\$ -	\$ 52,600,000	Admin. Modification - Combines scope and funds from deleted DOT08-674 project.
DOT08-841	ADOT	Freeways in MAG Region	Posting travel times on Dynamic Message Signs	2008		RARF, State	\$ 120,000		\$ 300,000	\$ 420,000	Amendment - Add new freeway project
AVN08-812	Avondale	Citywide	Bike and pedestrian Education Program	2008		STP-TEA	\$ 684	\$ 11,316	\$ -	\$ 12,000	Amendment - Add new Transportation Enhancement Project
GLN08-802	Glendale	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	2010	1.5	STP-TEA	\$ 837,825	\$ 500,000	\$ -	\$ 1,337,825	Amendment - Add new Transportation Enhancement Project
PHX08-872	Phoenix	Indian School & 67th Avenue	Design, Construction of Streetlights & Busbay	2008		STP-HES	\$ 25,085	\$ 415,000	\$ -	\$ 440,085	Amendment - Add new STP-Hazard Elimination Safety Project
PHX08-873	Phoenix	McDowell Road & 43rd Avenue	Design, Construction of Busbay and Streetlights	2008		STP-HES	\$ 33,061	\$ 546,952	\$ -	\$ 580,013	Amendment - Add new STP-Hazard Elimination Safety Project
PHX08-874	Phoenix	McDowell Road & 35th Avenue	Design, Install Streetlights	2008		STP-HES	\$ 4,518	\$ 120,000	\$ -	\$ 124,518	Amendment - Add new STP-Hazard Elimination Safety Project
PHX08-875	Phoenix	Western Canal west of 24th Street	Design Construction Pedestrian Bridge	2008		STP-TEA	\$ 118,335	\$ 491,151	\$ -	\$ 609,486	Amendment - Add new Transportation Enhancement Project
PHX10-842	Phoenix	McDowell Road & 32nd Street	Intersection Improvement including Streetlights, Busbay & Building Removal	2009		STP-HES	\$ 1,085,125	\$ 500,000	\$ -	\$ 1,585,125	Amendment - Add new STP-Hazard Elimination Safety Project

Table B Transit Projects - TIP FY2008-2012 Administrative Modification										
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TMP08-629	Tempe	Downtown Tempe Transit Center	Design and construct a bicycle station	2008	STP-TEA	\$ 82,837	\$ 500,000	\$ -	\$ 582,837	Change project classification from FHWA-Highway to FTA-Transit
TMP08-603	Tempe	Downtown Tempe	Construct Traffic Management Center	2008	CMAQ-Flex	\$ 437,500	\$ 510,000	\$ -	\$ 947,500	Change project classification from FHWA-Highway to FTA-Transit
DOTTMP 08-603										

Table C Material Cost Change to the ADOT Program											
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT06-252	ADOT	85: MP 130.71 to MP 137.00	Reconstruct roadway	2008	6.29	NHS	\$ 7,291,300	\$ 19,708,700	\$ -	\$ 27,000,000	Cost increase by \$6.1 million.

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment includes the addition of seven federally-funded Hazard Elimination Safety and Transportation Enhancement projects. The amendment also includes one new project and several minor project changes for the Arizona Department of Transportation in FY 2008. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination.

In addition, MAG is conducting consultation on a conformity assessment for a City of Goodyear project-level conformity determination for a park-and-ride facility located at the northwest corner of Interstate-10 and Dysart Road. The proposed facility will provide parking for approximately 864 vehicles. The project is programmed in FY 2008 of the FY 2008-2012 MAG Transportation Improvement Program. MAG has reviewed the project air quality analysis for compliance with the federal conformity rule and concurs with the project-level conformity determination.

A description of the projects is provided in the attached interagency consultation memoranda. Comments on the conformity assessments are requested by January 25, 2008.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP. In addition, federally funded projects require a project-level conformity determination as part of the environmental documentation prior to federal approval of the project.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessment is completed. In addition, the City of Goodyear project-level conformity determination concludes that the proposed park-and-ride facility will not cause or contribute to any new localized carbon monoxide or PM-10 violations or increase the severity or number of existing violations during the time frame of the transportation plan.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On December 6, 2007, the MAG Transportation Review Committee recommended approval of an Amendment and an Administrative Modification to the FY 2008-2012 Transportation Improvement Program.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
*ADOT: Dan Lance
Avondale: Kelli LaRosa for David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert for B.J. Cornwall
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

*Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: David Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

December 14, 2007

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority/ Valley Metro
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROJECT-LEVEL
CONFORMITY DETERMINATION FOR A PROPOSED GOODYEAR PARK-AND-
RIDE FACILITY

The Maricopa Association of Governments is conducting consultation on a conformity assessment for a City of Goodyear project-level conformity determination prepared for a park-and-ride facility located at the northwest corner of Interstate-10 and Dysart Road. The proposed facility will provide parking for approximately 864 vehicles. The project is programmed for FY 2008 of the FY 2008-2012 MAG Transportation Improvement Program. Comments on the conformity assessment are requested by January 25, 2008 (see attachment).

MAG has reviewed the project air quality analysis for compliance with the federal conformity rule and concurs with the project-level conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROJECT-LEVEL CONFORMITY DETERMINATION FOR A PROPOSED GOODYEAR PARK-AND-RIDE FACILITY

In accordance with federal transportation conformity regulations, the City of Phoenix has made a conformity determination with respect to a proposed park-and-ride facility located at the southwest corner of Happy Valley Road and Interstate-17. Conformity regulations require that a Federal Highway Administration or Federal Transit Administration project not cause or contribute to any new localized CO or PM-10 violations or increase the frequency or severity of any existing violations in CO or PM-10 nonattainment or maintenance areas.

As part of the environmental documentation for the proposed park-and-ride facility, the City of Goodyear has completed an air quality analysis. A project-level hot-spot analysis for carbon monoxide was completed as part of the air quality analysis. The results of the project-level analysis indicate that the predicted carbon monoxide concentrations for the 2030 “build” scenarios are less than the 1-hour and 8-hour federal carbon monoxide standards.

In addition, the air quality analysis indicates that the proposed park-and-ride facility meets PM-10 requirements for a project-level determination without a qualitative analysis. The proposed park-and-ride facility has not been found to be “a project of air quality concern” as defined under revised March 2006 guidance issued by the Federal Highway Administration and the Environmental Protection Agency.

The air quality analysis concludes that the proposed park-and-ride facility will not cause or contribute to any new localized CO or PM-10 violations or increase the severity or number of existing violations during the time frame of the transportation plan. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

MAG has reviewed the project for compliance with the federal conformity rule. The project is not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action.

December 31, 2007

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority/ Valley Metro
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT TO THE FY 2008-2012 MAG TRANSPORTATION
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment includes the addition of seven federally-funded Hazard Elimination Safety and Transportation Enhancement Program projects. The amendment also includes one new project and several minor project changes for the Arizona Department of Transportation in FY 2008. Comments on the conformity assessment are requested by January 25, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making modifications to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. A minor project amendment is necessary to change the funding source from state and/or local funds to federal funds, or to change the year that funds are programmed.

The proposed amendment to the FY 2008-2012 MAG Transportation Improvement Program includes the projects included on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action.

FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT06-252	ADOT	85: MP 130.71 to MP 137.00	Reconstruct roadway	2008	6.29	NHS	\$ 7,291,300	\$ 19,708,700	\$	\$ 27,000,000	Admin. Modification - Cost increase by \$6.1 million.	Minor project revision for increase in funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-670	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Design general purpose lanes	2008	4.5	State	\$ 2,200,000	\$	\$	\$ 2,200,000	Admin. Modification - Increase State/Local funds from \$1.6 mill to \$2.2 mill	Minor project revision for increase in funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-674	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Construct HOV lanes	2008	4	CMAQ	\$ 17,100,000	\$ 4,900,000	\$	\$ 22,000,000	Amendment - Delete project and combine project and funds to DOT10-6C33B.	Minor project revision for combining into one project the scope and funds of two previously programmed projects in the TIP. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT10-6C33B	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Loop 202 (Santitas Fwy)	Construct HOV lanes (State funds)	2008	9.7	State	\$ 52,600,000	\$	\$	\$ 52,600,000	Admin. Modification - Combines scope and funds from deleted DOT08-674 project.	Minor project revision for change in funding sources. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-833	ADOT	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design and construct FMS	2008	6	CMAQ	\$ 600,000	\$ 4,900,000	\$	\$ 5,500,000	Admin. Modification - Changed funding sources and amounts.	The project is considered exempt from conformity requirements under the category "directional and informational signs." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-841	ADOT	Freeways in MAG Region	Posting travel times on Dynamic Message Signs	2008		RAPF, State	\$ 120,000		\$	\$ 300,000	Amendment - Add new freeway project	The project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
AVN08-812	Avondale	Citywide	Bike and Pedestrian Education Program	2008		STP-TEA	\$ 684	\$ 11,316	\$	\$ 12,000	Amendment - Add new Transportation Enhancement Project	The project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLN08-802	Glendale	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	2010	1.5	STP-TEA	\$ 837,825	\$ 500,000	\$	\$ 1,337,825	Amendment - Add new Transportation Enhancement Project	The project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX08-872	Phoenix	Indian School & 67th Avenue	Design, Construction of Streetslights & Busbay	2008		STP-HES	\$ 25,085	\$ 415,000	\$	\$ 440,085	Amendment - Add new STP-Hazard Elimination Safety Project	The project is considered exempt from conformity requirements under the category "hazard elimination program." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX08-873	Phoenix	McDowell Road & 43rd Avenue	Design, Construction of Busbay and Streetslights	2008		STP-HES	\$ 33,061	\$ 546,952	\$	\$ 580,013	Amendment - Add new STP-Hazard Elimination Safety Project	The project is considered exempt from conformity requirements under the category "hazard elimination program." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM
Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX08-874	Phoenix	McDowell Road & 35th Avenue	Design, Install Streetlights	2008		STP-HES	\$ 4,518	\$ 120,000	\$ -	\$ 124,518	Amendment - Add new STP-Hazard Elimination Safety Project	The project is considered exempt from conformity requirements under the category "hazard elimination program." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX08-875	Phoenix	Western Canal west of 24th Street	Design Construction Pedestrian Bridge	2008		STP-TEA	\$ 118,385	\$ 491,151	\$ -	\$ 609,486	Amendment - Add new Transportation Enhancement Project	The project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX10-842	Phoenix	McDowell Road & 32nd Street	Intersection Improvement including Streetlights, Busbay & Building Removal	2009		STP-HES	\$ 1,085,125	\$ 500,000	\$ -	\$ 1,585,125	Amendment - Add new STP-Hazard Elimination Safety Project	The project is considered exempt from conformity requirements under the category "hazard elimination program." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP08-629	Tempe	Downtown Tempe Transit Center	Design and construct a bicycle station	2008		STP-TEA	\$ 82,837	\$ 500,000	\$ -	\$ 582,837	Change project classification from FHWA-Highway to FTA-Transit	Project change to FTA-Transit. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP08-603	Tempe	Downtown Tempe	Construct Traffic Management Center	2008		OMAQ	\$ 437,500	\$ 510,000	\$ -	\$ 947,500	Change project classification from FHWA-Highway to FTA-Transit	Project change to FTA-Transit. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Upcoming Human Services Grant Opportunities

SUMMARY:

Every year, MAG facilitates two different application processes to support homeless assistance programs as well as agencies that transport older adults and people with disabilities. The application competition for Section 5310 funds to support agencies that transport older adults and people with disabilities has been opened by the Arizona Department of Transportation. The U.S. Department of Housing and Urban Development (HUD) is expected to release the Stuart B. McKinney applications to support homeless assistance programs in the next few months. This item is presented to make member agencies aware of the opportunities for funding and to offer technical assistance throughout the process.

Human Services Transportation Funding: The MAG Elderly and Individuals with Disabilities Transportation Program Committee prepares a priority listing of applications for the Arizona Department of Transportation (ADOT) for Section 5310 funds. Last year, this funding source provided 38 vans, radio equipment, and software to nonprofit agencies, municipalities and tribes transporting older adults and people with disabilities. Mobility management funds were awarded for the first time last year to assist agencies in coordinating transportation programs. The applicant training has been scheduled for Monday, January 14, 2008 at 10:00 a.m. at MAG in the Saguaro Room. The due date for the applications is Monday, February 11, 2008 at noon at MAG. No late applications will be accepted. Please contact MAG for technical assistance.

Homeless Funding: The MAG Continuum of Care Regional Committee on Homelessness annually submits a consolidated application to HUD for Stuart B. McKinney funds to support homeless assistance programs. Each year, the region receives record-breaking awards. Last year, the region received more than \$20 million. Typically, new applications are limited by HUD to permanent housing projects that serve chronically homeless people. HUD is expected to release the application in March.

PUBLIC INPUT:

Human Services Transportation Funding: MAG has facilitated nine meetings throughout the region from August to December 2007 about the 2008 MAG Human Services Coordination Transportation Plan. This plan includes expected coordination efforts for all Section 5310 applicants. Attendance for all previous applicants of Section 5310 funds was mandatory. Fifty-five agencies participated in the meetings and provided feedback about five new strategies proposed to increase coordination.

Homeless Funding: The MAG Continuum of Care Regional Committee on Homelessness will provide an opportunity for public input on the application process at their next meeting on January 28, 2008.

PROS & CONS:

PROS: Human Services Transportation Funding: This funding is an important source of support for agencies transporting older adults and people with disabilities. Having affordable, safe access to transportation means that people can be fully engaged with their community, thus improving their quality of life. Without these vans, many people would go without medical care and other important social supports. This program makes it possible for the agencies providing these transportation programs to have reliable vehicles at very little cost. Agencies can then transfer these savings to their clients or to invest the money in other programs that provide critical programs.

Homeless Funding: A coordinated application and planning process is required by the U.S. Department of Housing and Urban Development for the federal Stuart B. McKinney Act funds. Using this model, there has been widespread

consensus about the types of issues related to homelessness in the Valley and assistance with information needed for the federal grant. The model emphasizes the need for collaboration among public and private agencies to ensure that individuals and families who are homeless are assisted in moving from homelessness to permanent housing and greater self-sufficiency. Since 1994, all applicants for funding from these programs have been required to demonstrate that their programs play an integral role in their community's Continuum of Care.

CONS: *Human Services Transportation Funding:* Due to dynamic population growth since the last census, the MAG region does not receive awards in relation to its population. Applicants continue to project growth in the number of people who will require special transportation. It is anticipated that the need will outpace the available resources, leaving people without services necessary to their quality of life.

Homeless Funding: The HUD Continuum of Care grant is the largest block of funding that comes to the region for housing and services for persons who are homeless. Since the Continuum of Care is the mandated process for developing this grant application, submission of the application through the MAG Continuum of Care is necessary in order to draw down the funds. The Continuum of Care consolidated application competes with other Continua of Care applications across the country. Each year, up to 20 percent of the Continua of Care lose funding on the basis of poor performance. If this region did not submit this grant through the existing MAG Continuum of Care process, the region could lose all Stuart B. McKinney homeless assistance funding from HUD.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: *Human Services Transportation Funding:* All awards meet requirements and inspection standards of federal laws and regulations including the Americans with Disabilities Act (ADA). ADOT completes the technical specifications, procures the equipment, and satisfies all inspection requirements before delivery. ADOT holds liens on vehicles for four years or 100,000 miles, whichever comes first.

Homeless Funding: The federal application process requires a significant amount of staff time to develop the community consensus and gather the information requested by HUD. This task is complicated by the lack of a consistent data base on needs, services provided and funds expended. The planning process has identified the need to develop more complete data for the next application through a comprehensive countywide street count and shelter survey. The implementation of the Maricopa Homeless Management Information System (HMIS) has assisted in the collection of system wide data.

POLICY: *Human Services Transportation Funding:* Per federal direction, there is an increased emphasis on coordinating human services transportation. The MAG Human Services Coordination Transportation Plan responds to this direction. All agencies applying for Section 5310 funds need to be in compliance with the plan. The draft 2008 MAG Human Services Coordination Transportation Plan may be accessed through the MAG Web site or by contacting MAG staff.

Homeless Funding: The MAG Continuum of Care Regional Committee on Homelessness was created at the request of HUD and with the approval of the MAG Regional Council. This policy level committee is composed of a variety of representatives, including elected officials, representatives of the Governor's Office, several state legislators, several funding agencies, service providers, HUD, the religious community, advocates and consumers. This is a broad-based community committee that has agreed to take the responsibility for homeless planning and to ensure that a regional grant application is submitted each year. The Committee has been an effective method to discuss and move forward with regional solutions addressing homelessness.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None to date for these upcoming applications. The Elderly and Persons with Disabilities Transportation Program Committee is scheduled to meet on February 12, 2008. The MAG Continuum of Care Regional Committee on Homelessness is scheduled to meet on January 28, 2008.

CONTACT PERSON:

Amy St. Peter, Human Services Manager, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Discussion of the Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments for FY 2009 provides an opportunity for early input into the development of the Work Program and Budget. The draft Dues and Assessments document is footnoted for your information.

- ◆ The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2007 as indicated on the draft Dues and Assessments for FY 2009, Attachment A.
- ◆ The Solid Waste Planning Assessment discussed in footnote (b) remains unchanged from FY 2006, 2007, and 2008 at \$10,000 with no anticipated additional program activity for Solid Waste Planning during FY 2009.
- ◆ The information in footnotes (c), (d) and (f) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the Maricopa County portion of the population calculation, respectively.
- ◆ The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the uncertainty of economic conditions, MAG staff is proposing no increase in draft Dues and Assessments for FY 2009. The recommended overall total for the draft Dues and Assessments remains the same as FY 2008, with changes for individual members because of population shifts.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is providing draft estimates for Fiscal Year 2009 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

This item is on the January 14, 2008 MAG Regional Council Executive Committee agenda for information and discussion.

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

Maricopa Association of Governments

Fiscal Year 2009

January 2, 2008

Draft Dues And Assessments

Attachment A

Jurisdiction	FY 2008 Budget (a) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2009 Estimated Dues & Assessments	Total FY 2008 Dues & Assessments	\$ Change from FY 2009 to 2008 Dues & Assessments
Apache Junction (g)	34,071	\$1,751	\$86	\$1,015	\$2,040	\$624		\$5,516	\$5,839	(\$323)
Avondale	75,256	\$3,868	\$191	\$2,241	\$4,505	\$1,379		\$12,184	\$11,887	\$297
Buckeye	40,467	\$2,080	\$103	\$1,205	\$2,423	\$742		\$6,552	\$4,353	\$2,199
Carefree	3,871	\$199	\$10	\$115	\$232	\$71		\$627	\$632	(\$5)
Cave Creek	5,028	\$258	\$13	\$150	\$301	\$92		\$814	\$818	(\$4)
Chandler	241,205	\$12,397	\$612	\$7,183	\$14,440	\$4,420	\$4,167	\$43,219	\$43,730	(\$511)
El Mirage	33,563	\$1,726	\$85	\$1,000	\$2,011	\$615		\$5,437	\$5,495	(\$58)
Fort McDowell Yavapai Nation	824	\$259	\$25	\$49	\$15	\$15		\$350	\$350	\$0
Fountain Hills	25,540	\$1,313	\$65	\$761	\$1,529	\$468		\$4,135	\$4,199	(\$64)
Gila Bend	1,891	\$141	\$5	\$56	\$113	\$35		\$350	\$350	\$0
Gila River Indian Community (i)	2,742	\$141	\$7	\$82	\$164	\$50		\$444	\$469	(\$25)
Gilbert	203,656	\$10,468	\$517	\$6,065	\$12,192	\$3,732	\$3,519	\$36,492	\$32,707	\$3,707
Glendale	246,076	\$12,648	\$624	\$7,328	\$14,732	\$4,509	\$4,252	\$44,093	\$45,913	(\$1,820)
Goodyear	55,954	\$2,876	\$142	\$1,666	\$3,350	\$1,025		\$9,059	\$7,920	\$1,139
Guadalupe	5,606	\$288	\$14	\$167	\$336	\$103		\$908	\$952	(\$44)
Litchfield Park	5,055	\$260	\$13	\$151	\$303	\$93		\$818	\$776	\$42
Maricopa County (f)	239,308	\$12,300	\$607	\$7,126	\$14,327	\$4,385	\$4,135	\$42,880	\$42,882	(\$2)
Mesa	456,344	\$23,455	\$1,158	\$13,589	\$27,320	\$8,362	\$7,884	\$81,768	\$84,885	(\$3,117)
Paradise Valley	14,215	\$731	\$36	\$423	\$851	\$260		\$2,301	\$2,376	(\$75)
Peoria (h)	151,551	\$7,789	\$384	\$4,513	\$9,073	\$2,777	\$2,618	\$27,155	\$28,169	(\$986)
Phoenix	1,538,568	\$79,079	\$3,903	\$45,816	\$88,193	\$28,193	\$26,583	\$183,575	\$185,585	(\$2,010)
Queen Creek (g)	21,853	\$1,123	\$55	\$651	\$1,308	\$400		\$3,538	\$2,813	\$725
Salt River Pima-Maricopa	6,835	\$351	\$17	\$204	\$409	\$125		\$1,107	\$1,162	(\$55)
Scottsdale	240,126	\$12,342	\$609	\$7,151	\$14,376	\$4,400	\$4,149	\$43,026	\$44,471	(\$1,445)
Surprise	104,895	\$5,391	\$266	\$3,124	\$6,280	\$1,922		\$16,983	\$15,127	\$1,856
Tempe	167,871	\$8,628	\$426	\$4,999	\$10,050	\$3,076	\$2,900	\$30,079	\$31,406	(\$1,327)
Tolleson	6,680	\$343	\$17	\$199	\$400	\$122		\$1,062	\$1,114	(\$32)
Wickenburg	6,380	\$328	\$16	\$382	\$79	\$117		\$1,033	\$1,042	(\$9)
Youngtown	6,332	\$325	\$16	\$189	\$379	\$116		\$1,025	\$1,056	(\$31)
TOTALS	3,941,783	\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207	\$606,550	\$606,556	-\$6

FY 2008 Total Costs Based on Population	\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207
Per Capita Cost	\$0.000%	\$0.00281	\$0.03298	\$0.04042	\$0.02029	\$0.01691

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments are not increased for FY 2009. Changes in population account for the difference between FY 2008 and FY 2009 Dues and Assessments totals.

- MAG July 1, 2007 Approved Population
- The Solid Waste Planning Assessment remains at the FY 2008 level of \$10,000. There is no anticipated increased activity in fiscal year 2009 for this program.
- The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- Total Dues and Assessments are based on a minimum of \$350 per member.
- The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- Maricopa and Pinal County portions
- Maricopa and Yavapai County portions
- Maricopa County portion only

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye

SUMMARY:

The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to incorporate the changes outlined in the Comprehensive Amendment for the Town of Buckeye. The amendment proposes 18 wastewater treatment facilities to serve the Town of Buckeye Municipal Planning Area (MPA) including five of the six existing facilities, six planned facilities, and seven future facilities. One of the future facilities would ultimately replace the need for the existing Arizona State Prison Complex (ASPC)-Lewis Wastewater Treatment Plant. The ultimate proposed capacity for the Town of Buckeye Municipal Planning Area would be 241.2 million gallons per day. The Town plans to maximize opportunities for the reuse and recharge of treated effluent from the facilities. In addition, each of the facilities has or may obtain an Arizona Pollutant Discharge Elimination System Permit for discharges into Waters of the United States, except for the ASPC-Lewis Wastewater Treatment Plant.

The project is located within three miles of the towns of Gila Bend and Wickenburg, cities of Glendale, Goodyear, and Surprise, and unincorporated Maricopa County. Five of the six entities have indicated no objections. On October 11, 2007, the City of Surprise provided a letter stating that it does not object to the general intent of the amendment; however, it has strong objection regarding the eastern boundary of the Buckeye MPA. At the October 22, 2007 MAG Water Quality Advisory Committee meeting, a joint statement from the City of Surprise and Town of Buckeye was provided which indicated that the jurisdictions have agreed to have ongoing discussions during the 60 day public comment period, working in good faith to resolve the issue prior to the hearing by the MAG Management Committee. A public hearing on the draft amendment was conducted on December 13, 2007. At the public hearing, Surprise indicated that the boundary dispute has not been resolved and would like to say on the record as being opposed to this plan only due to the boundary issue. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment. The written comments, public hearing transcript, and the response by the Town of Buckeye to public comments are attached.

PUBLIC INPUT:

On December 13, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Comprehensive Amendment for the Town of Buckeye. At the public hearing, four members of the MAG Water Quality Advisory Committee provided comments. In addition, MAG received written comments from one entity.

Written comments were received from Ryley Carlock & Applewhite, on behalf of Pulte Home Corporation. The comments included: concern with the exclusion of an area of commercial development from the proposed service area for the Sundance Wastewater Treatment Plant (WWTP); this area of commercial development is already connected to the collection and transmission infrastructure delivering sewer to the Sundance WWTP; Figure 14 in the amendment incorrectly shows this area within the service area of the Verrado Wastewater Reclamation Facility; this mistake may be the result of inconsistent maps attached to the 2005 MAG 208 Plan Amendment for the Sundance WWTP; and request that the proposed amendment be amended to revise the Sundance WWTP service area boundary to cover the excluded commercial development south of Interstate 10.

The City of Phoenix representative on the MAG Water Quality Advisory Committee asked a clarification question during the public hearing. He inquired if the Town of Buckeye and City of Surprise have met to discuss and resolve the boundary issue addressed by the City of Surprise.

The City of Surprise representative on the MAG Water Quality Advisory Committee commented during the public hearing that Surprise management has talked with Buckeye management and they have not been able to resolve the boundary dispute. He stated that Surprise would like to say on the record as being opposed to this plan only due to the boundary issue.

The City of Scottsdale representative on the MAG Water Quality Advisory Committee asked a clarification question during the public hearing. He referred to the written comments submitted by Ryley Carlock & Applewhite on behalf of Pulte Home Corporation. He asked if the map included in the proposed amendment is the corrected map.

The City of Mesa representative on the MAG Water Quality Advisory Committee asked a question during the public hearing. He inquired if 18 reclamation plants is a little excessive when looking at regional planning. He commented that it seems a couple or several larger regional facilities would be more cost effective.

PROS & CONS:

PROS: Approval of the 208 Plan Comprehensive Amendment for the Town of Buckeye would make the facilities included in the amendment consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Concerns have been expressed about the eastern boundary of the Town of Buckeye Municipal Planning Area and the exclusion of a commercial development area from the service area for the Sundance Wastewater Treatment Plant. There was also a comment on having a couple or several larger regional facilities versus the 18 facilities proposed in the amendment.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The facilities included in the Town of Buckeye Comprehensive 208 Plan Amendment are needed to accommodate growth in the Town of Buckeye.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for

wastewater treatment systems in the MAG region. Approval of the 208 Plan Amendment would enable the facilities to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Recommend approval of the Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On December 13, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Comprehensive Amendment for the Town of Buckeye. Following the hearing, the Committee recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee, with one member voting no (*italics*).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
*Marilyn DeRosa, Avondale
Lucky Roberts, Buckeye
#Jacqueline Strong, Chandler
#Dennis Teller, El Mirage
Mark Horn for Lonnie Frost, Gilbert
Russell Fletcher for Chris Ochs, Glendale
Sandra Rode for David Iwanski, Goodyear
#Bill Haney, Mesa
#Stephen Bontrager, Peoria

Robert Hollander, Phoenix
#*Rich Williams Sr., Surprise*
David McNeil, Tempe
Dale Bodiya for Kevin Chadwick, Maricopa
County
John Boyer, Pinnacle West Capital
Jim Kudlinski for Ray Hedrick, Salt River
Project
*Erin Taylor, U of A Cooperative Extension

*Those members neither present nor represented by proxy.

#Attended by telephone conference call.

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300



ATTORNEYS

Riley Carlock & Applewhite

A PROFESSIONAL ASSOCIATION

Maricopa Association of Governments
Received

One North Central Avenue
Suite 1200
Phoenix, Arizona 85004
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DEC 10 2007

Michele Van Quathem
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December 10, 2007

HAND DELIVERED

Julie Hoffman
Environmental Planner
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Re: Comments to Town of Buckeye's Draft Comprehensive
Amendment to MAG 208 Plan dated October 2007

Dear Ms. Hoffman:

This law firm represents Pulte Home Corporation ("Pulte"). We are submitting this comment on behalf of Pulte with regard to the Town of Buckeye's proposed comprehensive amendment to the MAG 208 Water Quality Management Plan dated October 2007 ("Proposed Amendment"). Pulte is a developer of several residential and commercial developments within the Town of Buckeye's wastewater planning area that are or will be served by sewer facilities described under the Proposed Amendment, including the Sundance Wastewater Treatment Plant ("Sundance WWTP").

The Proposed Amendment contemplates an expansion of the service area boundary for the Sundance WWTP. The proposed service area for the Sundance WWTP is depicted on Figure 14 to the Proposed Amendment, attached hereto as Attachment A. Pulte is concerned with the exclusion of an area of commercial development from the proposed service area for the Sundance WWTP. The commercial development in question is located south of Interstate 10 and across Verrado Way from the Buckeye Parkway Center. This area is already connected to the collection and transmission infrastructure delivering sewer to the Sundance WWTP. Figure 14 incorrectly shows this area within the service area of the Verrado wastewater reclamation facility ("Verrado WFR").

Pulte believes this mistake may be the result of inconsistent maps attached to the 2005 MAG 208 Plan amendment for Sundance WWTP. Exhibit A to the 2005 amendment, attached hereto as Attachment B, incorrectly shows the commercial area in question excluded from the Sundance WWTP service area. Exhibit B to the 2005 amendment, attached hereto

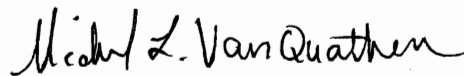
Julie Hoffman
December 7, 2007
Page 2

 Ryley Carlock & Applewhite

as Attachment C, correctly shows the commercial area in question within the expanded Sundance WWTP service area.

Pulte respectfully requests that the Proposed Amendment be amended to revise the Sundance WWTP service area boundary to cover the excluded commercial development south of Interstate 10. Please contact me if there are any questions regarding our comment. Thank you for your consideration of our comments.

Sincerely,

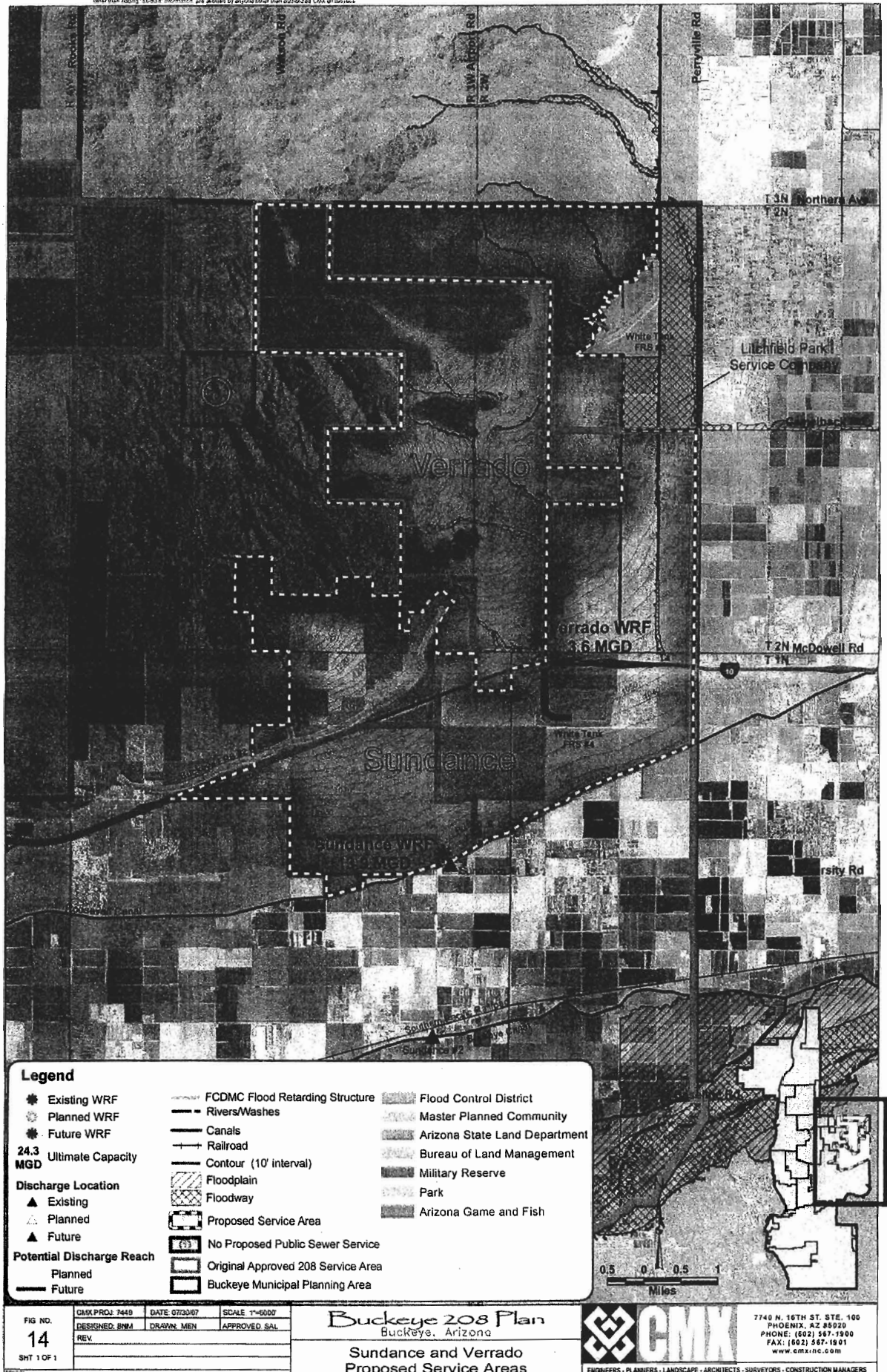


Michele L. Van Quathem

Enclosure

cc: Mike Brilz, Pulte Home Corporation via e-mail
John Dannan, Pulte Home Corporation via e-mail
Steve Borst, Engineering Manager, Town of Buckeye w/encl.

Attachment A



Attachment B

Exhibit A - Sundance WWTP Amendment



- Re-use Line
- Reuse Area
- Buckeye Streams
- Railroad
- 3 Mile Buffer around the Service Area
- Existing Trunk Sewer
- Proposed Service Area
- Effluent Line to BID Canal
- Existing Service Area
- Wastewater Treatment Plant (WWTP)
- Verrado Service Area
- City of Goodyear (Municipal Planning Area)
- City of Glendale (Municipal Planning Area)

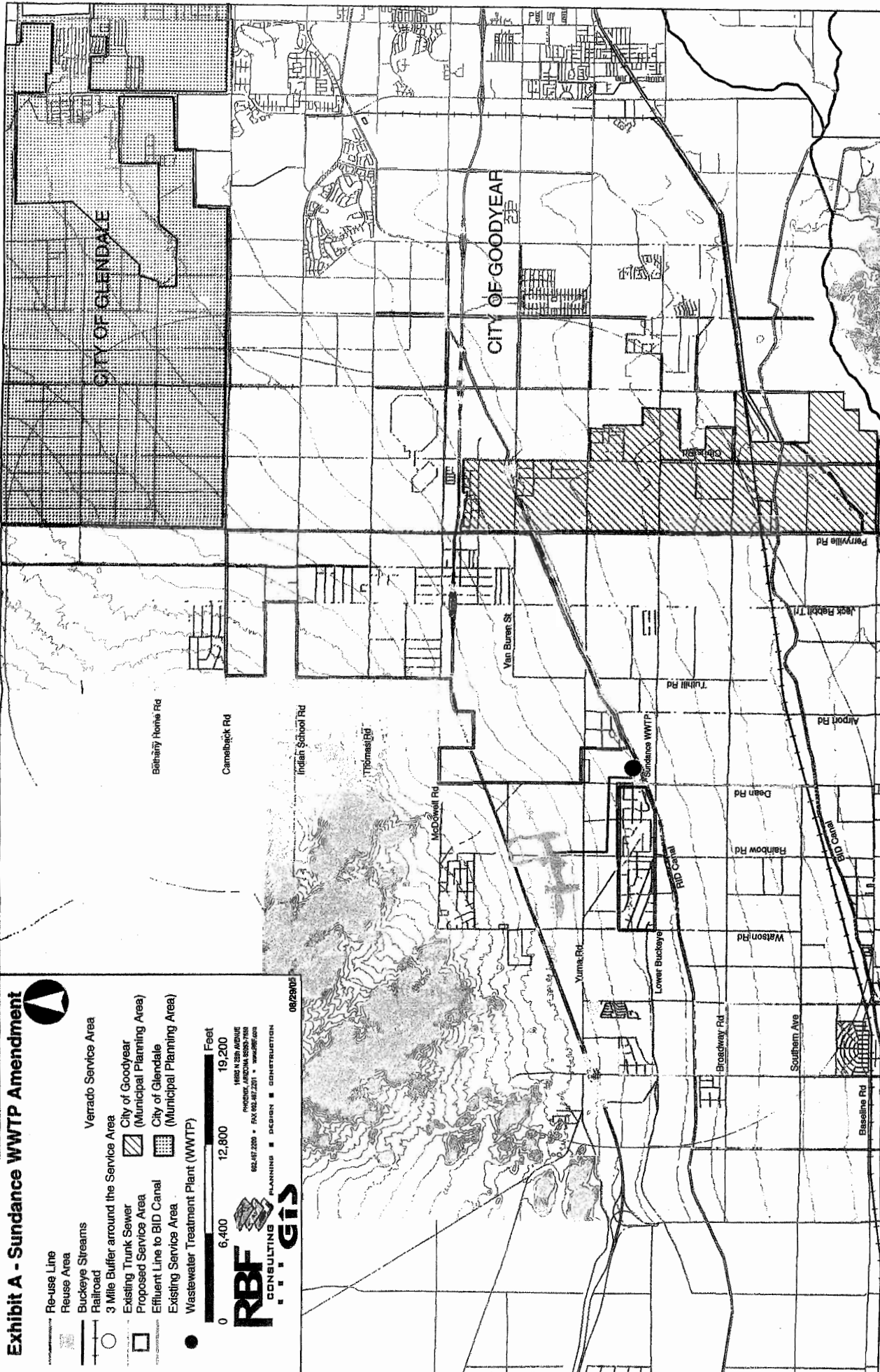
0 6,400 12,800 19,200 Feet



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PLANNING ■ DESIGN ■ CONSTRUCTION

0829005



Attachment C

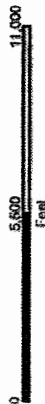
Exhibit B
Flow Summary for the proposed service area
Land Use & Developments



- 100 - Future Dwelling Units
- 100 - Existing Dwelling Units
- 100 - Commercial Acres
- Existing Homes (Assume 10% of Landuse)

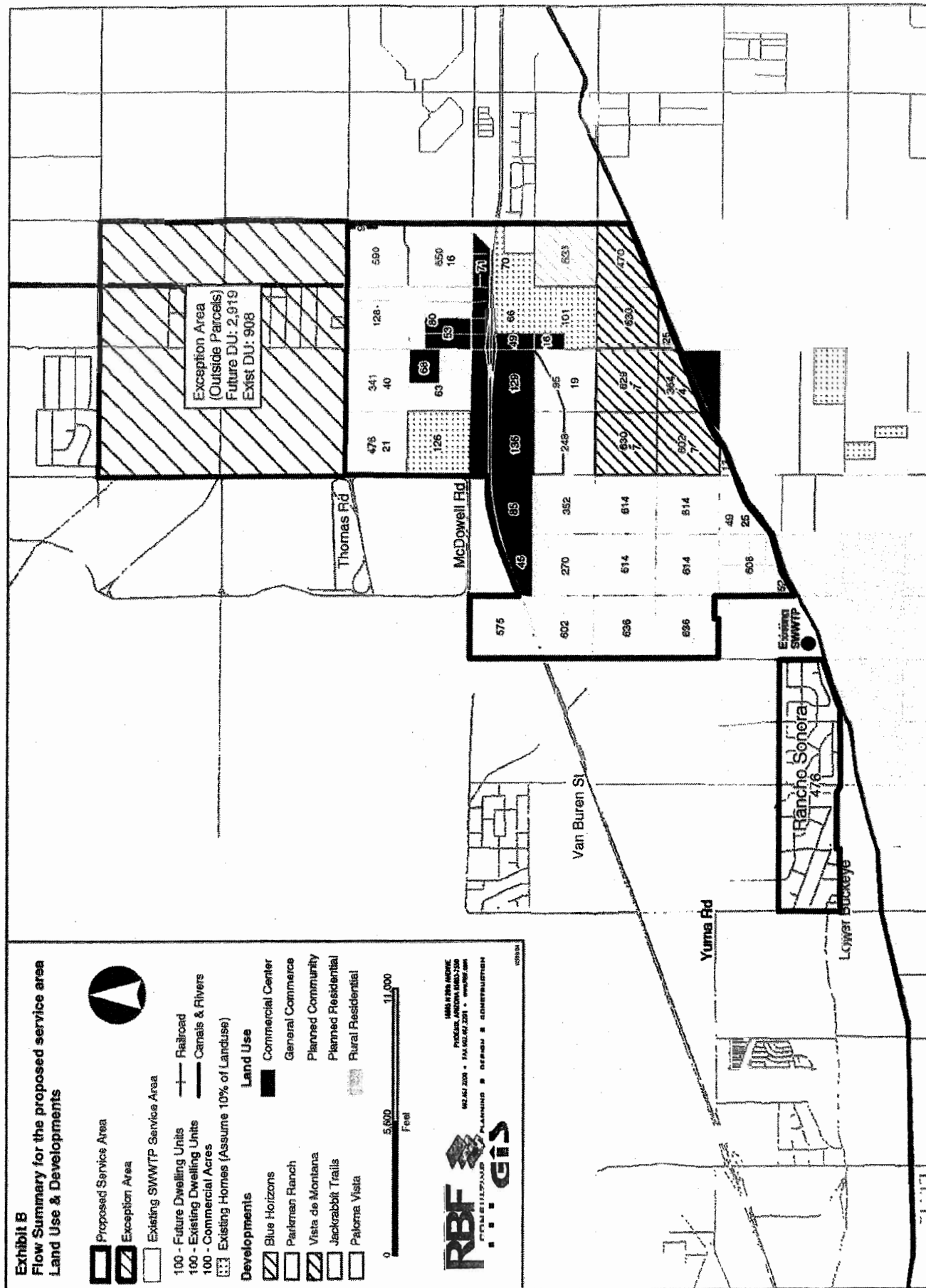
Land Use

- Blue Horizons
- Parkman Ranch
- Vista de Montana
- Jackrabbit Trails
- Palena Vista
- Commercial Center
- General Commerce
- Planned Community
- Planned Residential
- Rural Residential



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03/04



MARICOPA ASSOCIATION OF GOVERNMENTS

Maricopa Association of Governments
Received

DEC 17 2007

PUBLIC HEARING ON
THE DRAFT MAG 208 WATER QUALITY MANAGEMENT PLAN
COMPREHENSIVE AMENDMENT
FOR THE TOWN OF BUCKEYE

TRANSCRIPT OF PROCEEDINGS

Phoenix, Arizona
December 13, 2007
4:00 p.m.

 **ORIGINAL**

MELISSA GONSALVES, RMR, CCR

Certified Reporter

Certificate Number 50070

ATWOOD REPORTING SERVICE
PHOENIX, ARIZONA

1 THE MAG WATER QUALITY ADVISORY COMMITTEE
2 conducted a public hearing on the DRAFT MAG 208 WATER
3 QUALITY MANAGEMENT PLAN COMPREHENSIVE AMENDMENT commencing
4 at 4:00 p.m. on December 13, 2007, at the offices of
5 Maricopa Association of Governments, 302 North First
6 Avenue, Second Floor, Saguaro Room, Phoenix, Arizona,
7 before MELISSA GONSALVES, Certified Reporter, 50070.

8 COMMITTEE MEMBERS PRESENT:

9 ROGER KLINGLER, City of Scottsdale, Chairman
LUCKY ROBERTS, Town of Buckeye
10 RUSSELL FLETCHER for Chris Ochs, City of Glendale
SANDRA RODE, for David Iwanski, City of Goodyear
11 ROBERT HOLLANDER, City of Phoenix
DAVID McNEIL, City of Tempe
12 DALE BODIYA for Kevin Chadwick, Maricopa County
JOHN BOYER, Pinnacle West Capital
13 JIM KUDLINSKI for Ray Hedrick, Salt River Project
MARK HORN for Lonnie Frost, Town of Gilbert

14 COMMITTEE MEMBERS ATTENDING BY TELEPHONE CONFERENCE CALL

15 STEPHEN BONTRAGER, City of Peoria
16 RICH WILLIAMS, SR., City of Surprise
DENNIS TELLER, City of El Mirage
17 JACQUELINE STRONG, City of Chandler
BILL HANEY, City of Mesa

18 OTHERS PRESENT

19 TIM KEENAN, Montage Holdings
LORI BROWN, Town of Buckeye
20 SCOTT LOWE, Town of Buckeye
STEVE BORST, Town of Buckeye
21 RAY JONES, ARICOR Water Solutions
STEVE TODD, Wilson Engineers
22 SHEILA LOGAN, CMX
CHRISTIAN STUMPF, Landry, Creedon & Associates
23 EDWINA VOGAN, Arizona Department of Environmental Quality
APRIL COLEMAN, Arizona Department of Environmental Quality
24 NATHAN PRYOR, Maricopa Association of Governments
PATRISIA NAVARRO, Maricopa Association of Governments
25 JULIE HOFFMAN, Maricopa Association of Governments

PRESENTATIONS:

MAG 208 Water Quality Management Plan Comprehensive
Amendment for the Town of Buckeye

By: Steve Borst

Senior Project Manager

I N D E X

INDEX OF PROCEEDINGS

PAGE

Chairman Klingler calls the meeting to order at
4:00 p.m.

4

Presentation of the MAG 208 Water Quality
Management Plan Comprehensive Amendment for the
Town of Buckeye, by Steve Borst

5

Chairman Klingler calls for public comment

9

Public Hearing adjourns at 4:20 p.m.

12

1 (Chairman Klingler called the meeting to
2 order and entertained agenda items 1 through 4 off the
3 record. The following proceedings were conducted on the
4 record:)

5
6 P R O C E E D I N G S

7 CHAIRMAN KLINGLER: Our next item is the public
8 hearing for the draft MAG 208 Water Quality Management
9 Plan Comprehensive Amendment for the Town of Buckeye.

10 I'd like to now open the public hearing on
11 the draft MAG 208 Plan Comprehensive Amendment for the
12 Town of Buckeye.

13 We begin with a briefing on the Amendment,
14 and then following the briefing, hearing participants are
15 invited to make comments for the public record.

16 We do have a court reporter present to
17 provide an official record of the hearing.

18 Written comments are also welcome. For
19 those wishing to speak on the draft Amendment please fill
20 out a yellow card and hand it to MAG staff.

21 I believe Steve Borst from the Town of
22 Buckeye is going to provide the briefing on the draft
23 Comprehensive Amendment.

24 Steve?

25 MR. BORST: Thank you, Chairman.

1 My name is Steven Borst, Town of Buckeye,
2 Engineering Division Manager.

3 And on October 22nd, we gave a presentation,
4 an extensive presentation, with regard to our Water
5 Quality Management Plan for the Town of Buckeye's
6 municipal planning area.

7 The municipal planning area is 590 square
8 miles. It will serve approximately 600,000 dwelling units
9 and support approximately 2 million people.

10 We are here today to ask you to allow this
11 Amendment to go to the Management Committee. On the 22nd,
12 we did a presentation, but in addition to that, we, back
13 in August, went to almost every member agency here and did
14 an individual presentation of this plan, as well as the
15 Town of Buckeye's Hassayampa water study.

16 This study and the Hassayampa study
17 represent a very significant investment by the Town in its
18 future. These documents, this document, will become a
19 very important planning tool for the Town, as it seeks to
20 manage the growth in its future in a responsible and
21 predictable manner.

22 This is a planning tool. It's a planning
23 tool for MAG. It's a planning tool for the Town, and we
24 respectfully ask for you to consider this plan and vote on
25 it today and allow it to go to the Management Committee.

1 We have a very brief presentation, and these
2 are maps that were taken out of the booklet that we have
3 provided to you. This plan and these maps were prepared
4 for the Town by CMX.

5 As I stated, the municipal planning area of
6 the Town of Buckeye covers 590 square miles.

7 The first map on your screen and in your
8 package shows the boundary of the municipal planning area,
9 and it shows the areas that are currently annexed by the
10 Town within that municipal planning area.

11 The second map is a location of the water
12 reclamation facilities that we have within this plan for
13 this area. There are six existing water reclamation
14 facilities, and I'm including the Lewis prison complex in
15 that. There are six planned and a total of 19 plants in
16 this plan. However, we would consider taking the Lewis
17 complex facility out of service, and therefore this plan
18 is a total of 18 plants. This represents one water
19 reclamation facility for each approximate 35 square miles
20 of planning area that the Town has.

21 The third and final map in your package is a
22 map of the proposed discharge locations for each of these
23 water reclamation facilities, and these are the key maps,
24 which I chose out of our presentation on October 22nd to
25 show you today to just summarize what is in this plan.

1 And that is the extent of my presentation
2 today. If you have any questions, I will be happy to
3 answer them to the best of my ability.

4 CHAIRMAN KLINGLER: All right.

5 Thank you, Steve.

6 Does anyone have any questions at this
7 point?

8 MR. HOLLANDER: If I'm remembering correctly, it
9 actually indicates here in the agenda that there was some,
10 I guess, boundary issues addressed by the City of
11 Surprise.

12 Has Buckeye met with Surprise on that issue
13 and discussed it and resolved those issues?

14 MR. BORST: I am not familiar with any
15 discussions, other than the statements that were made on
16 October 22nd. These are discussions which are somewhat
17 out of my purview, and I honestly do not know.

18 MR. WILLIAMS: Mr. Chairman?

19 CHAIRMAN KLINGLER: Yeah, is that Rich?

20 MR. WILLIAMS: Rich Williams, City of Surprise.

21 CHAIRMAN KLINGLER: Do you want to comment on
22 that?

23 MR. WILLIAMS: I would.

24 Surprise management has talked with
25 management in Buckeye, and unfortunately, we have not been

1 able to resolve the boundary dispute.

2 We would like to say on the record as being
3 opposed to this plan only due to the boundary issue.

4 CHAIRMAN KLINGLER: Okay.

5 Any other questions?

6 I guess along those lines, just to clean
7 everything up, we were provided with a letter from the
8 attorneys for Pulte Homes, and I think there were some
9 maps submitted, and they were asking for the map to be
10 corrected, and I think there was some different plans
11 submitted. I'm assuming that this one shows the corrected
12 one; is that accurate?

13 MR. BORST: The letter that you are referring to
14 from Pulte, we did have a discussion with Pulte this
15 morning, and Pulte is satisfied with our response to them.
16 This is a service area matter. It has to do with a
17 commercial piece that's south of I-10 and west of Marana
18 Way, and this matter has been resolved to Pulte's
19 satisfaction, and they told me this morning that they
20 would not be sending a representative to further elaborate
21 on that letter.

22 CHAIRMAN KLINGLER: All right.

23 Thank you for that.

24 We did have a presentation on this on
25 October 22nd, and we were provided with the largest

1 reports we've ever had on the topic here for this large
2 area, and we've all read those thoroughly.

3 (Interruption in the proceedings.)

4 MR. HANEY: Bill Haney. I had dropped the call.

5 CHAIRMAN KLINGLER: Glad to have you back, Bill.

6 So I think we've discussed this and are
7 pretty much up to speed, but we would allow public
8 comments at this time, so if you want to hang loose there,
9 we'll see if we have any public comments, and then if not,
10 we'll close the public hearing and go to our discussion.

11 MR. BORST: Thank you, Chair.

12 CHAIRMAN KLINGLER: Thank you, Steve.

13 Did we get any cards for any public comment?

14 Would anybody like to comment?

15 All right. Then I would like to close the
16 public hearing and request that the court reporter and
17 transcription --

18 I'm sorry.

19 Bill, did you have any comment that I missed
20 while you were dropped?

21 MR. HANEY: Yeah, I did.

22 CHAIRMAN KLINGLER: My apology.

23 MR. HANEY: Unfortunately, I missed whatever was
24 said there shortly after Steve finished speaking.

25 I do have a question:

1 If we're looking at regional planning,
2 doesn't 18 reclamation plants seem just a little bit
3 excessive?

4 CHAIRMAN KLINGLER: I guess we can have Steve
5 comment on that.

6 Some people would say a town of -- how many
7 was it? -- 590 square miles is excessive.

8 (Laughter.)

9 MR. BORST: This is Steve Borst of the Town of
10 Buckeye.

11 I won't comment on the planning area, the
12 extent of the planning area, but if you look at this in
13 approximate terms, and you understand that every -- each
14 water reclamation facility serves 35 square miles, that is
15 not unusual for Maricopa County. If you look at some of
16 our other communities, that's a reasonable service area.
17 Not all of these service areas are that large. We have
18 had to adjust some, some are a little bit larger, some are
19 a little bit smaller, but on average, we feel it's
20 appropriate, and certainly it seems like a large number,
21 but it is a large planning area.

22 MR. HANEY: Obviously, it's your nickel, but it
23 just seems like a couple larger or several larger regional
24 facilities would be more cost effective, but again, you
25 folks are paying for this. We're not.

1 MR. BORST: Well, yes, that's true.

2 Also, you have to really look at the way
3 that this area, Maricopa County, is heading, and whereas
4 in the past the EPA and the Clean Water Act and their
5 grant program really took a more regional approach, the
6 Valley is going more to an approach whereby the facilities
7 are located in the areas where you can best use the water.
8 And that's why we have facilities where we can best take
9 advantage of reuse and recharge.

10 CHAIRMAN KLINGLER: Okay. I just wanted to
11 remind the Committee -- I've been reminded by staff --
12 that at this time we're still taking public comments for
13 the public record. If you want to do that, we can
14 continue that.

15 We also have an item on the agenda where the
16 Committee can consider all of the information we have and
17 discuss it. So if you want to discuss it now, we can, or
18 we can wait for the next agenda item.

19 Is there anybody else that wants to discuss
20 anything on the public record knowing that we will have
21 another opportunity?

22 Okay, hearing none, then I would like to
23 have the court reporter and the transcription at this
24 point closed.

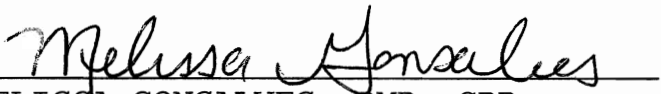
25 Thank you.

(The public hearing adjourned at 4:20 p.m.)

C E R T I F I C A T E

I, MELISSA GONSALVES, do hereby certify that the foregoing pages constitute a full, true, and accurate transcript of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

WITNESS my hand this 14th day of December 2007.


MELISSA GONSALVES, RMR, CRR
Certified Court Reporter No. 50070

**RESPONSE TO PUBLIC COMMENTS ON THE
DRAFT MAG 208 WATER QUALITY MANAGEMENT PLAN
COMPREHENSIVE AMENDMENT FOR THE TOWN OF BUCKEYE**

DECEMBER 13, 2007 PUBLIC HEARING

The Maricopa Association of Governments (MAG) appreciates the comments made during the public comment period for the Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye. An advertised public hearing on the draft amendment was conducted by MAG on December 13, 2007. At the public hearing, four members of the MAG Water Quality Advisory Committee provided comments on the Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye. In addition, MAG received written comments from one entity.

These comments were forwarded to the Town of Buckeye for response since Buckeye officially requested that MAG initiate the 208 amendment process for the Draft MAG 208 Plan Comprehensive Amendment for the Town of Buckeye. The Town of Buckeye response to comments is provided below.

COMMENTS FROM RYLEY CARLOCK & APPLEWHITE, ON BEHALF OF PULTE HOME CORPORATION

(Letter from Michele L. Van Quathem, dated December 10, 2007 received by hand delivery December 10, 2007)

Comment: This law firm represents Pulte Home Corporation (“Pulte”). We are submitting this comment on behalf of Pulte with regard to the Town of Buckeye’s proposed comprehensive amendment to the MAG 208 Water Quality Management Plan dated October 2007 (“Proposed Amendment”). Pulte is a developer of several residential and commercial developments within the Town of Buckeye’s wastewater planning area that are or will be served by sewer facilities described under the Proposed Amendment, including the Sundance Wastewater Treatment Plant (“Sundance WWTP”).

The Proposed Amendment contemplates an expansion of the service area boundary for the Sundance WWTP. The proposed service area for the Sundance WWTP is depicted on Figure 14 of the Proposed Amendment, attached hereto as Attachment A. Pulte is concerned with the exclusion of an area of commercial development from the proposed service area for the Sundance WWTP. The commercial development in question is located south of Interstate 10 and across Verrado Way from the Buckeye Parkway Center. This area is already connected to the collection and transmission infrastructure delivering sewer to the Sundance WWTP. Figure 14 incorrectly shows this area within the service area of the Verrado wastewater reclamation facility (“Verrado WFR”).

Response: The Town of Buckeye has had several recent conversations with representatives of Pulte. Town staff and Pulte representatives are currently researching, compiling and reviewing information related to this comment from previous approved

MAG 208 Plan amendments for the Arizona American Water Company WWTP at Verrado and the Sundance WWTP amendment; and the approved CC&N boundaries as established by the Arizona Corporation Commission. The Town agrees with Pulte that this commercial area can reasonably be served by the Town at the Sundance WWTP without a change in the capacity of the Sundance WWTP as described in the MAG 208 amendment under consideration by the MAG Water Quality Advisory Committee. Therefore, resolution of these comments from Pulte does not significantly impact the 208 amendment as proposed to the Committee. If it is determined that changes are needed, to the proposed 208 amendment, subsequent revisions to the Town's MAG 208 plan amendment will incorporate these changes.

Comment: Pulte believes this mistake may be the result of inconsistent maps attached to the 2005 MAG 208 Plan amendments for Sundance WWTP. Exhibit A to the 2005 amendment, attached hereto as Attachment B, incorrectly shows the commercial area in question excluded from the Sundance WWTP service area. Exhibit B to the 2005 amendment, attached hereto as Attachment C, correctly shows the commercial area in question within the expanded Sundance WWTP service area.

Response: Refer to the response above. Pending review of related information from past amendments and certificated service areas, the Town can accommodate this request and resolve this comment without impacting the proposed amendment and without changes to treatment plant capacities as proposed in the Town's 208 plan amendment.

Comment: Pulte respectfully requests that the Proposed Amendment be amended to revise the Sundance WWTP service area boundary to cover the excluded commercial development south of Interstate 10.

Response: Refer to responses as stated above.

COMMENTS FROM ROBERT HOLLANDER, CITY OF PHOENIX (Comments at the December 13, 2007 public hearing)

Comment: If I'm remembering correctly, it actually indicates here in the agenda that there was some, I guess, boundary issue addressed by the City of Surprise. Has Buckeye met with Surprise on that issue and discussed it and resolved those issues?

Response: Town of Buckeye management and officials have met with Surprise representatives on this issue of disagreement on Municipal Planning Area boundaries in the northern area of the Town. This matter has not been resolved to the satisfaction of the City of Surprise. The area affected by the boundary in dispute does not significantly alter the proposed MAG 208 plan amendment locations of sewage treatment plants or the plan for providing sewer service to this area. Upon resolution of this separate matter, if the boundaries change, the Town's 208 plans will be revised and updated to reflect the resolution. However, the plan as currently proposed accurately reflects the established Municipal Planning Area for the Town of Buckeye.

COMMENTS FROM RICH WILLIAMS SR., CITY OF SURPRISE
(Comments at the December 13, 2007 public hearing)

Comment: Surprise management has talked with management in Buckeye, and unfortunately, we have not been able to resolve the boundary dispute. We would like to say on the record as being opposed to this plan only due to the boundary issue.

Response: The Town of Buckeye remains hopeful that this dispute of planning area boundaries with the City of Surprise can be resolved to the mutual satisfaction of both municipalities. There are other matters in this northern area of the Town that will require a cooperative relationship, and it is anticipated that a resolution will be achieved. The Town's 208 plans can be updated if this resolution to planning areas changes the boundaries and the planning maps are revised. As currently proposed, the plan accurately reflects the established Municipal Planning Area for the Town of Buckeye.

COMMENTS FROM ROGER KLINGLER, CITY OF SCOTTSDALE
(Comments at the December 13, 2007 public hearing)

Comment: I guess along those lines, just to clean everything up, we were provided with a letter from the attorneys for Pulte Homes, and I think there were some maps submitted, and they were asking for the map to be corrected, and I think there was some different plans submitted. I'm assuming that this one shows the corrected one; is that accurate?

Response: Please refer to responses provided above.

COMMENTS FROM BILL HANEY, CITY OF MESA
(Comments at the December 13, 2007 public hearing)

Comment: If we're looking at regional planning, doesn't 18 reclamation plants seem just a little bit excessive?

Response: The Town's MAG 208 plan proposal for eighteen plants to serve a Municipal Planning Area exceeding 590 square miles represents an average of one plant for approximately 35 square miles of planning area. This area of service for each plant is consistent with other proposals for new development and emerging municipal service areas throughout Maricopa County that are not participants in the centralized group of SROG (Sub-Regional Operating Group) member municipalities. This approach for regional facilities located in proximity to areas of groundwater withdrawal supports non-congruent developments and allows for the maximum beneficial reuse and effective recharge of a limited water resource.

Comment: Obviously, it's your nickel, but it just seems like a couple larger or several larger regional facilities would be more cost effective, but again, you folks are paying for this. We're not.

Response: Beneficial reuse and effective recharge of treated effluent significantly offset the associated operation and maintenance costs of multiple facilities. The Town is currently planning for the facilities to use similar treatment technologies, specifying standardized equipment and installing the latest in SCADA technology to centralize treatment plant operation and reduce future O&M costs.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 31, 2007

SUBJECT:

Programming of Projects for MAG Federal Funding in the Draft 2009-2013 MAG Transportation Improvement Program

SUMMARY:

The MAG Regional Transportation Plan (RTP) targets all future MAG federal funds to specific modes and, in some cases, identifies specific projects for the funds. For intelligent transportation systems (ITS), bicycle, pedestrian and air quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for the MAG federal funds expected to be available for FY 2013, FY 2010, and FY 2009 have been received and ranked by modal technical advisory committees (TACs): Air Quality, Bicycle, Pedestrian, and ITS during September and October 2007.

The TAC rankings were reviewed by the Transportation Review Committee (TRC) on December 6, 2007. The attached table contains a list of projects submitted, and the TRC's recommendation for projects to receive MAG federal funding for the respective federal fiscal years.

The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG federally funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP 2009-2013 Listing of Projects.

PUBLIC INPUT:

The results of the early phase public input meetings for the Regional Transportation Plan and TIP are presented in the FY 2008 Early Phase Input Opportunity Report. An opportunity for input will also occur at the mid-phase meetings in March/April 2008 and at the final phase meetings to be conducted upon completion of the air quality conformity analysis. Continuous opportunities for public input are also available. There were no comments on this item from members of the public at the TRC meeting on December 6, 2007.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and to enhance opportunities for additional federal funds.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection has been addressed by members of MAG technical advisory committees. Air Quality Emission Reduction scores were considered and the program is fiscally balanced.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

ACTION NEEDED:

Recommend approval of the projects listed in the attached table to be added to the MAG Federal Fund Program and to be added to the Draft FY 2009-2013 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On December 6, 2007, the TRC unanimously recommended approval of a list of projects to be added to the FY 2009-2013 MAG federally funded program.

MEMBERS ATTENDING

- | | |
|--|--------------------------------------|
| Phoenix: Don Herp for Tom Callow | * Litchfield Park: Mike Cartsonis |
| * ADOT: Dan Lance | Maricopa County: John Hauskins |
| Avondale: Kelli LaRosa for David Fitzhugh | Mesa: Scott Butler |
| Buckeye: Scott Lowe | Paradise Valley: Robert M. Cicarelli |
| Chandler: Patrice Kraus | Peoria: David Moody |
| El Mirage: Lance Calvert for B.J. Cornwall | Queen Creek: Mark Young |
| Fountain Hills: Randy Harrel | RPTA: Bryan Jungwirth |
| * Gila Bend: Lynn Farmer | Scottsdale: David Meinhart for |
| Gila River: David White | Mary O'Connor |
| Gilbert: Tami Ryall | Surprise: Randy Overmyer |
| Glendale: Terry Johnson | Tempe: Carlos de Leon |
| Goodyear: Cato Esquivel | Valley Metro Rail: John Farry |
| Guadalupe: Jim Ricker | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|--|---|
| *Regional Bicycle Task Force: Randi Alcott | *Pedestrian Working Group: Eric Iwersen |
| *Street Committee: Darryl Crossman | *ITS Committee: Alan Sanderson |

- * Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

Transportation Review Committee: On October 25, 2007 TRC unanimously recommended and approved that the CMAQ funding for paving unpaved road projects for FY 2010 would be distributed as follows: City of Phoenix, \$1.2 million; City of El Mirage \$1.25 million; the City of Chandler, \$350,000; and Fort McDowell Yavapai Nation, \$700,000.

MEMBERS ATTENDING

- | | |
|--|--|
| Phoenix: Tom Callow, Chair | * Litchfield Park: Mike Cartsonis |
| * ADOT: Dan Lance | Maricopa County: Mike Sabatini for John |
| Avondale: David Fitzhugh | Hauskins |
| # Buckeye: Scott Lowe | Mesa: Scott Butler for Jim Huling |
| Chandler: Patrice Kraus | Paradise Valley: Robert M. Cicarelli |
| El Mirage: Lance Calvert for B.J. Cornwall | Peoria: David Moody |
| Fountain Hills: Randy Harrel | # Queen Creek: Mark Young |
| * Gila Bend: Lynn Farmer. | RPTA: Bob Antila for Bryan Jungwirth |
| * Gila River: David White | Scottsdale: David Meinhart for Mary O'Connor |
| * Gilbert: Tami Ryall | Surprise: Randy Overmyer |
| Glendale: Terry Johnson | # Tempe: Carlos de Leon |
| Goodyear: Cato Esquivel | Valley Metro Rail: John Farry |
| Guadalupe: Jim Ricker | |

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott
- * Street Committee: Darryl Crossman

- * Pedestrian Working Group: Eric Iwersen
- * ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

Air Quality Technical Advisory Committee (AQTAC): On September 25, 2007, the AQTAC made a recommendation to fund the projects in order of cost effectiveness. *The no votes are italicized.*

MEMBERS PRESENT

- | | |
|--|---|
| John Kross, Town of Queen Creek, Chairman | Jeannette Fish, Maricopa County Farm Bureau |
| # Jess Segovia, Avondale | |
| * Lucky Roberts, Buckeye | * Russell Bowers, Arizona Rock Products Association |
| John Sherrill for Jim Weiss, Chandler | * Michelle Rill, Greater Phoenix Chamber of Commerce |
| Jamie McCullough, El Mirage | * Amanda McGennis, Associated General Contractors |
| Stephanie Prybyl for Tami Ryall, Gilbert | Spencer Kamps for Connie Wilhelm-Garcia, HBACA |
| Doug Kukino, Glendale | Mannie Carpenter, Valley Forward |
| Scott Bouchie, Mesa | * Kai Umeda, University of Arizona Coop. Extension |
| Joe Gibbs for Gaye Knight, Phoenix | Beverly Chenausky, ADOT |
| # Larry Person, Scottsdale | Diane Arnst for Peter Hyde, ADEQ |
| <i>Antonio DeLaCruz, Surprise</i> | Wienke Tax, EPA |
| Oddvar Tveit, Tempe | Jo Crumbaker, Maricopa County Air Quality Department |
| * Jesse Mendez, Youngtown | Duane Yantorno, Arizona Department of Weights and Measures |
| * Walter Bouchard, Citizen Representative | * Ed Stillings, Federal Highway Admin. |
| # Corey Woods, American Lung Association of Arizona | * Judi Nelson, Arizona State University |
| # Wendy Crites for Barbara Sprungl, Salt River Project | * B. Bobby Ramirez, Salt River Pima-Maricopa Indian Community |
| Brian O'Donnell, Southwest Gas Corporation | * David Rueckert, Citizen Representative |
| Mark Hajduk, Arizona Public Service Co. | |
| * Gina Grey, Western States Petroleum Assn. | |
| * Randi Alcott, Valley Metro | |
| Dave Berry, Arizona Motor Transport Assn. | |

*Members neither present nor represented by proxy.

#Participated via telephone conference call.

+Participated via video conference call.

Combined Pedestrian Working Group and Regional Bicycle Task Force: On October 16, 2007, at a combined meeting of the Pedestrian Working Group and Regional Bicycle Task Force, the combined committee unanimously recommended CMAQ funding for eight bicycle projects and four pedestrian projects as shown in the attached tables. *The no votes are italicized*

MEMBERS ATTENDING

- | | |
|--|---|
| Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group | * Michael Normand, Chandler |
| * Bruce Meyers, ADOA Gen. Services | * Rich Rumer for Bill Lazenby, Coalition for Arizona Bicyclists |
| Michael Sanders, ADOT | <i>Mark Smith, El Mirage</i> |
| * Brian Fellows, ADOT | Steve Hancock, Glendale |
| * Michael Eagan, ASLA, Arizona Chapter | * Farhad Tavassoli, Goodyear |
| Margaret Boone-Pixley, Avondale | * Michael Cartsonis, Litchfield Park |
| | * Peggy Rubach, Maricopa County |

Brandon Forrey, Peoria
Katherine Coles, Phoenix
Chris Turner-Noteware, Phoenix
Troy White, Queen Creek

Randi Alcott, RPTA
Reed Kempton, Scottsdale
Robert Yabes for Eric Iwersen, Tempe
Lance Ferrell, Surprise

*Members neither present nor represented by proxy.

^Attended via audio-conference

Intelligent Transportation Systems (ITS) Committee: On November 7, 2007, the ITS committee unanimously recommended to recall the previous committee recommendation and recommend approval of the updated CMAQ funding allocations to projects in FY 2009 and FY 2013 for the 22 projects as shown in the attached tables, for inclusion in the FY 2009-2013 MAG TIP.

MEMBERS ATTENDING

Scott Nodes, ADOT
Kelly LaRosa, Avondale
Mike Mah, Chandler
Mike Lockhart, DPS
Alan Hansen, FHWA
Ken-Ichi Maruyama, Gilbert
Debbie Albert, Glendale
Luke Albert, Goodyear
Nicolaas Swart, Maricopa County

Jeff Jenq, Mesa
Ron Amaya, Peoria
* Ron Doubek, Phoenix
* Bob Ciotti, Phoenix Public Transit
Michael Pacelli, Queen Creek
Bruce Dressel, Scottsdale
Brian Moberly for Nicholas Mascia, Surprise
Jim Decker, Tempe
*Arkady Bernshteyn, Valley Metro Rail

Intelligent Transportation Systems (ITS) Committee: On October 3, 2007, the ITS committee unanimously recommended to approve the CMAQ funding allocations to projects in FY 2009 and FY 2013 for the 22 projects as shown in the attached tables, for inclusion in the FY 2009-2013 MAG TIP.

MEMBERS ATTENDING

Scott Nodes, ADOT
* Mary Kihl, ASU
Kelly LaRosa, Avondale
* Thomas Chlebanowski, Buckeye
Mike Mah, Chandler
* Mike Lockhart, DPS
* BJ Cornwall, El Mirage
Alan Hansen, FHWA
Stephanie Prybyl for Ken-Ichi
Maruyama, Gilbert
Debbie Albert, Glendale

Luke Albert, Goodyear
Nicolaas Swart, Maricopa County
Jeff Jenq, Mesa
Ron Amaya, Peoria
* Ron Doubek, Phoenix
* Bob Ciotti, Phoenix Public Transit
Michael Pacelli, Queen Creek
Bruce Dressel, Scottsdale
Brian Moberly, Surprise
Jim Decker, Tempe
* Arkady Bernshteyn, Valley Metro Rail

CONTACT PERSON:

Eileen Yazzie, (602) 254-6300

Projects Recommended for MAG Federal Funding/CMAQ in the 2009-2013 MAG Transportation Improvement Program

Management Committee January 9, 2008

BICYCLE PROJECTS										
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	Bike/Ped Committee Action
	El Mirage	Dysart Rd to Aqua Fria River	El Mirage Multi-use Trail	2013	Bicycle	\$ 1,440,000	\$ 3,360,000		\$ 4,800,000	Not Recommended
	Gilbert	Galveston Off-Road system (east of Lindsey & Galveston Rd)	Gilbert multi-use pathway development project (Galveston Off-Road System)	2013	Bicycle	\$ 150,000	\$ 350,000		\$ 500,000	Not Recommended
GLB13-902	Gilbert	Consolidated canal and Ray Rd., eastern canal & Williams Field rd, western powerline & McQueen Rd, Western Powerline & Val Vista Rd, western powerline & Greenfield rd, and western powerline & Recker Rd	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	2013	Bicycle	\$ 255,000	\$ 595,000	\$ 583,000	\$ 838,000	Recommended
GLN13-902	Glendale	East embankment of New river, from Bethany Home Rd. to Northern Ave	New River Multi-Use Path Improvements-10-foot wide, concrete cement, paved pathway	2013	Bicycle	\$ 472,000	\$ 1,000,000	\$ 1,000,000	\$ 1,472,000	Recommended
LPK13-901	Litchfield Park	Litchfield Rd to Wigwam Blvd Intersection	Pedestrian/bicycle underpass at Litchfield Rd and Wigwam Blvd Phase II	2013	Bicycle	\$ 471,000	\$ 1,100,000	\$ 800,000	\$ 1,271,000	Recommended
MES13-905	Mesa	consolidated canal, 8th Street to Lindsay Road	Complete the design and construction of a 10-foot wide concrete pathway	2013	Bicycle	\$ 471,000	\$ 1,099,000	\$ 1,099,000	\$ 1,570,000	Recommended
PEO13-902	Peoria	Trail gap between Northern Ave. and Olive Ave	Northern to Olive multi-use path	2013	Bicycle	\$ 300,600	\$ 701,400	\$ 700,000	\$ 1,000,600	Recommended
PHX13-901	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Design and construct Nevitt park Bicycle & Pedestrian Bridge Crossing	2013	Bicycle	\$ 224,000	\$ 522,000	\$ 522,000	\$ 746,000	Recommended
SCT13-901	Scottsdale	Along the Arizona Canal from McDonald Drive to the Indian Bend Wash	Arizona Canal Path: McDonald to IBW/Share-use path	2013	Bicycle	\$ 1,241,660	\$ 1,419,990	\$ 1,100,000	\$ 2,341,660	Recommended
TMP13-901	Tempe	I-10 at Alameda Drive-City of Tempe	I-10 at Alameda bicycle and pedestrian bridge (Bicycle and Pedestrian Bridge over I-10 freeway at Alameda Drive)	2013	Bicycle	\$ 2,599,380	\$ 2,599,380	\$ 1,200,000	\$ 3,799,380	Recommended
10 Bicycle Projects Submitted for FY2013 funding:						\$ 7,699,640	\$ 12,746,770		\$ 20,621,410	
8 Bicycle Projects Recommended for FY2013 funding:						\$ 6,034,640		\$ 7,004,000	\$ 13,038,640	

PEDESTRIAN PROJECTS - 2013										
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	Bike/Ped Committee Action
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2013	Ped	\$ 174,572	\$ 407,336	\$ 400,000	\$ 574,572	Recommended

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	Bike/Ped Committee Action
	Gilbert	One mile radius from the Gilbert Elementary School, Mesquite Elementary School, Gilbert Junior High School, and Mesquite Junior High School	2007 Gilbert Pedestrian Safety & Traffic Calming Project	2013	Ped	\$ 85,000	\$ 190,000		\$ 275,000	Not Recommended
	Mesa	The project is located in the middle of the Town Center and will facilitate pedestrian movement from First Street to the Main Library.	The project area is not pedestrian friendly, and the sidewalk is in need of repair.	2013	Ped	\$ 25,372	\$ 337,018		\$ 362,390	Not Recommended
PVY13-901	Paradise Valley	Lincoln Drive south side of roadway, between Invergordon Road and eastern Town limits west of Scottsdale Rd	Lincoln Drive sidewalk improvement, south side, Invergordon Rd to Eastern Town limits. Construct a 6' wide colored concrete sidewalk, replace substandard driveway entrances and intersection access ramps, plant landscaping adjacent to new sidewalk	2013	Ped	\$ 189,000	\$ 441,000	\$ 441,000	\$ 630,000	Recommended
	Phoenix	32nd St (Washington St to McDowell Rd)	Phase II: construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	2013	Ped	\$ 1,694,000	\$ 373,000		\$ 5,645,000	Not Recommended
PHX13-903	Phoenix	32nd St (Washington St to McDowell Rd)	Phase I: Design 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	2013	Ped	\$ 161,000	\$ 3,951,000	\$ 373,000	\$ 534,000	Recommended
QNC13-901	Queen Creek	Elisworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and North Bank Decomposed Granite Pedestrian Path	2013	Ped	\$ 225,000	\$ 525,000	\$ 525,000	\$ 750,000	Recommended
7 Pedestrian Projects Submitted for FY2013 funding:							\$ 2,468,944	\$ 6,224,354	\$ 9,693,299	
4 Pedestrian Projects Recommended for FY2013 funding:							\$ 749,572	\$ 1,739,000	\$ 2,488,572	

Recommended Bicycle & Ped Projects for FY2013. Funding available - \$8,743,000

\$ 8,743,000

ITS PROJECTS - 2009										
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	ITS Committee Action
GLB13-905	Gilbert	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	2009	ITS	\$ 63,000	\$ 147,000	\$ 122,234	\$ 185,234	Recommended
GLB13-906	Gilbert	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2009	ITS	\$ 63,000	\$ 147,000	\$ 122,234	\$ 185,234	Recommended
GLN13-903	Glendale	Olive Ave: 67th Ave to 59th ave	Joint Project with Peoria: ITS Fiber and 1 CCTV Camera	2009	ITS	\$ 219,493	\$ 372,149	\$ 449,450	\$ 608,943	Recommended
GDY13-902	Goodyear	Various locations	Purchase Dynamic Message Signs	2009	ITS	\$ 200,000	\$ 200,000	\$ 166,304	\$ 366,304	Recommended
PEO13-904	Peoria	Within the city of Peoria, connecting existing traffic signals to the central system using a hybrid wireless fiber system. 35 additional signals will be connected with this project.	Existing traffic signals within the city of Peoria will be connected to the fiber backbone, and back to central with either fiber or wireless.	2009	ITS	\$ 165,000	\$ 525,000	\$ 296,548	\$ 521,548	Recommended

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	ITS Committee Action
SCT09-805	Scottsdale	South Scottsdale	Controller and cabinet replacement	2009	ITS	\$ 225,000	\$ 525,000	\$ 232,190	\$ 457,190	Recommended - increase in funds (shown only)
TMP13-903	Tempe	Citywide	Develop ITS and Communications Strategic Plan	2009	ITS	\$ 41,160	\$ 115,500	\$ 96,041	\$ 145,541	Recommended
7 ITS Projects Submitted for FY2009 funding: \$ 976,653 \$ 2,031,649 \$ 3,016,642										
7 ITS Projects Recommended for FY2009 funding. Funding Available \$1,485,000: \$ 976,653 \$ 1,485,001 \$ 2,469,994										

ITS PROJECTS - 2013										
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	ITS Committee Action
AVN13-901	Avondale	McDowell Rd from 99th Ave to Avondale Blvd (2 miles) plus 1/8 mile on 99th Ave from McDowell Rd north to the first signalized shopping center location	Proposed project is to furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2013	ITS	\$ 433,626	\$ 1,011,794	\$ 753,437	\$ 1,187,063	Recommended
GLB13-904	Gilbert	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	The proposed project will install approximately five miles of fiber optic cable and associated communications hardware to complete a high-bandwidth, non-leased interconnection between the Traffic Operations Centers in the Towns of Gilbert and Queen Creek.	2013	ITS	\$ 59,010	\$ 137,690	\$ 137,690	\$ 196,700	Recommended
GLN13-901	Glendale	59th Ave between Northern and Bethany Home: Glendale Ave. between 51st Ave. and 67th Ave; Peoria Ave. between 47th Ave. and 67th Ave.	Variable message signs; ITS Conduit and Fiber	2013	ITS	\$ 428,081	\$ 998,857	\$ 753,437	\$ 1,181,518	Recommended
GDY13-901	Goodyear	Citywide	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	2013	ITS	\$ 891,256	\$ 891,256	\$ 700,000	\$ 1,591,256	Recommended
MMA13-901	Maricopa County	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	Develop a multi-agency Operations Plan that will support coordinated arterial operations, freeway/arterial coordination, incident management and traveler information.	2013	ITS	\$ 15,000	\$ 700,000	\$ 35,000	\$ 50,000	Recommended
MMA13-902	Maricopa County	Regionwide this project will enhance traveler informationon key arterials throughout the region	Develop and implement arterial ATIS Enhancements, building on the previous Phase I efforts 511 enhancements, and other key projects.	2013	ITS	\$ 150,000	\$ 350,000	\$ 277,083	\$ 427,083	Recommended
MMA13-903	Maricopa County	Sun Valley Parkway, I-10 to Bell Rd Connection	Implement a wireless communications system and CCTV on Sun Valley Parkway.	2013	ITS	\$ 210,000	\$ 35,000	\$ 387,917	\$ 597,917	Recommended

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	ITS Committee Action
MMA13-904	Maricopa County	DMS installations in the EB and WB direction at each of the following intersections: McDowell Rd and Avondale Blvd, McDowell Rd and Estrella Pkwy, MC85 and Avondale Blvd, MC85 and Estrella Pkwy	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	2013	ITS	\$ 300,000	\$ 490,000	\$ 700,000	\$ 1,000,000	Recommended
MES13-902	Mesa	West side mid-city (initial deployment), West city limits to Country Club, University to Broadway-but project has city-wide potential	Upgrade central traffic control system software to accommodate a lite version of adaptive control	2013	ITS	\$ 150,000	\$ 420,000	\$ 318,182	\$ 468,182	Recommended
MES13-906	Mesa	Ten intersection with highest crash rates within City of Mesa. This project has city-wide potential.	This project will implement video and acoustic sensors in the field to automatically detect and alert traffic operations staff on suspected crash or traffic impeding events.	2013	ITS	\$ 180,000	\$ 350,000	\$ 381,818	\$ 561,818	Recommended
PEO13-901	Peoria	83rd Ave beginning at Lone Cactus Dr and continuing north to Jomax Rd	Installation of Conduit, pull boxes, fiber, and CCTV cameras to connect signals to Central, and monitor traffic and provide real time traffic management on this segment of 83rd Ave	2013	ITS	\$ 300,000	\$ 700,000	\$ 700,000	\$ 1,000,000	Recommended
QNC13-902	Queen Creek	Beardsley Rd between 83rd Ave and Existing Fiber at 95th Ave and Lake Pleasant Parkway	Installation of Conduit, pull boxes, fiber, and CCTV cameras to connect signals to Central, and monitor traffic and provide real time traffic management on this segment of Beardsley Rd	2013	ITS	\$ 300,000	\$ 700,000	\$ 1,000,000	\$ 1,000,000	Not Recommended
SCT13-902	Scottsdale	Various Locations Town-wide	Ten wireless traffic signal connections last mile connections from city Fiber Network	2013	ITS	\$ 45,000	\$ 105,000	\$ 105,000	\$ 150,000	Recommended
SUR13-901	Surprise	Colton Lane from Peoria Ave to Bell Rd	Optical Fiber interconnect of signals, TV cameras, dynamic message signs, and connection to ITS Fibert Backbone	2013	ITS	\$ 1,500,000	\$ 1,000,000	\$ 753,437	\$ 2,253,437	Recommended
TMP13-902	Tempe	City Wide	Procure and install traffic control cabinets and hardware-Phase 1 of 3	2013	ITS	\$ 231,000	\$ 539,000	\$ 539,000	\$ 770,000	Recommended
15 ITS Projects Recommended for FY2013 funding						\$ 6,042,973	\$ 9,278,597	\$ 6,892,001	\$ 12,134,974	
17 ITS Projects Submitted for FY2013 funding						\$ 231,000	\$ 539,000	\$ 539,000	\$ 770,000	Recommended

PAVING DIRT ROADS - 2010

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	TRC Committee Action
CHN13-901	Chandler	Various Locations in the City of Chandler	Paving dirt alleys	2010	AQ	\$ 589,000	\$ 469,500	\$ 350,000	\$ 939,000	Recommended
	El Mirage	Various Locations: downtown alleys	Paving alleys with no curb and gutter	2010	AQ	\$ 508,000	\$ 762,000		\$ 1,270,000	Not Recommended
ELM13-903	El Mirage	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	2010	AQ	\$ 1,750,000	\$ 2,100,000	\$ 1,250,000	\$ 3,000,000	Recommended
FTM13-901	Fl. McDowell	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	2010	AQ	\$ 1,650,000	\$ 1,645,000	\$ 700,000	\$ 2,350,000	Recommended
PHX13-904	Phoenix	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt alleys	2010	AQ	\$ 920,000	\$ 1,484,000	\$ 1,200,000	\$ 2,120,000	Recommended
	Youngtown	Pave unpaved alleys in the area of 111th Ave to 115th Ave and Grand Ave to Peoria	Paving dirt alleys	2010	AQ	\$ 300,000	\$ 700,000		\$ 1,000,000	Not Recommended
6 Paving Dirt Roads Projects Submitted for FY2010 funding						\$ 3,218,500	\$ 7,160,500		\$ 10,679,000	
4 Paving Dirt Roads Projects Recommended for FY2010 funding. Funding available - \$3,500,000						\$ 4,909,000		\$ 3,500,000	\$ 8,409,000	

AIR QUALITY / TDM - 2013

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	AQ Committee Action
MAG13-804	MAG	Valleywide	Travel reduction program	2013	AQ/TDM	\$ -	\$ 135,000	\$ 135,000	\$ 135,000	Recommended
MAG13-805	MAG	Valleywide	MAG/Valley Metro telework outreach and ozone education program	2013	AQ/TDM	\$ -	\$ 330,000	\$ 330,000	\$ 330,000	Recommended
MAG13-808	MAG	Valleywide	Regional rideshare program	2013	AQ/TDM	\$ -	\$ 721,000	\$ 721,000	\$ 721,000	Recommended
MAG13-807	MAG	Valleywide	Purchase PM-10 certified street sweepers	2013	AQ/TDM	\$ 55,000	\$ 900,000	\$ 900,000	\$ 955,000	Recommended
MAG13-810	MAG	Valleywide	Trip reduction program	2013	AQ/TDM	\$ -	\$ 910,000	\$ 910,000	\$ 910,000	Recommended
MAG13-806	MAG	Valleywide	Pave dirt roads program	2013	AQ/TDM	\$ 302,500	\$ 4,513,000	\$ 4,513,000	\$ 5,306,500	Recommended
Recommended AQ/TDM Projects for FY2013 funding at \$7,509,000						\$ 357,500		\$ 7,509,000	\$ 8,357,500	

GENERAL PROJECTS

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	Committee Action
	Valley Metro	Valleywide	Bicycle Safety Education Program	2013	Bicycle	\$ 75,000	\$ 175,000		\$ 250,000	CMAQ Scores were approved - No Action
	Mesa	City of Mesa	City of Mesa Gas Division proposes to offer a grant using CMAQ project funds and operating funds to aid in the installation of home alternative fuel vehicle refueling stations, "Fuel Makers" to natural gas vehicles.	2013	General	\$ 67,000	\$ 133,000		\$ 200,000	CMAQ Scores were approved - No Action

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Requested Federal Amount	Recom. Federal Amount	Total Cost	Committee Action
	Mesa	City of Mesa, Arizona and surrounding communities	The City of Mesa proposes to install and operate a community natural gas refueling station for owners of alternative fuel vehicles utilizing existing city compressor infrastructure	2009	General	\$ 84,000	\$ 166,000		\$ 250,000	CMAQ Scores were approved - No Action
	Paradise Valley	The 1st median north of Lincoln Drive on Tatum Boulevard southbound turn lane to provide additional capacity by removing landscaped median	Tatum Boulevard left turn lane extension at Lincoln Drive: extend Tatum Boulevard southbound turn lane to provide additional capacity by removing landscaped median.	2013	General	\$ 120,000	\$ 280,000		\$ 400,000	CMAQ Scores were approved - No Action
4 General Projects Submitted						\$ 346,000	\$ 754,000		\$ 1,100,000	

Total: 57 Projects Submitted for CMAQ Federal Funding \$ 42,708,870

Total: 44 Projects Recommended for CMAQ Federal Funding \$ 28,129,002

Total: 7 Projects Recommended for CMAQ Federal Funding -FY2009 \$ 1,485,001

Total: 4 Projects Recommended for CMAQ Federal Funding - FY2010 \$ 3,500,000

Total: 33 Projects Recommended for CMAQ Federal Funding - FY2013 \$ 23,144,001

MARICOPA ASSOCIATION OF GOVERNMENTS **INFORMATION SUMMARY... for your review**

DATE:

December 31, 2007

SUBJECT:

MAG Human Services Resource Assessment Project

SUMMARY:

The MAG Human Services Resource Assessment Project maps resources used to address human services needs through the region. To put these resources in context, an index for human services demand has been created and mapped. This index is the first of its kind in the country. The project provides a very current measure of the demand for human services that MAG member agencies, funders and nonprofit agencies may use a tool for planning and program development. The index can be updated annually and revised to eliminate indicators or include new indicators to respond to emerging trends. It can also serve as a model for other areas in the state our country to undertake a similar effort.

This project endeavors to measure the demand for human services, not poverty. While two of the five indicators do reflect factors of poverty, the other three indicators measure trends that can affect anyone regardless of income. Foreclosures, population and service provision to older adults do not affect low-income people exclusively. Older adults can need services and assistance no matter how much money they have. The demand for human services is generated by the need for assistance, not the need for money. Knowing where the demand is will help the region prepare to collaboratively meet these needs.

The findings from the index indicate the area with the most demand for human services is the southwestern portion of the region, while the least demand is shown in the northeast portion. Housing density and land price in part contribute to this finding. Additional findings speak to the individual indicators. Communities at the outlying areas of the region were found to experience the highest rates of foreclosure while check cashing stores and senior services demand were prevalent in several areas throughout the region.

PUBLIC INPUT:

The MAG Human Services Technical Committee has offered opportunities for public input at each meeting when they have worked on the project. Opportunities were provided at their meetings in February, April, May, August, September, October, November, and December. At the October meeting, a member of the public expressed full support for the project and asked if Community Information and Referral data had been used in the formulation of the index. MAG staff replied that this data source had not been used but would certainly be used if the need arose for additional data. At the December meeting, a member of the public asked about the planned distribution of the report. MAG staff replied that if and when the report was approved, it would be distributed to the MAG Committees, member agencies and community partners. The MAG Human Services Coordinating Committee offered opportunities for public input at meetings in April, June and October 2007. No comments were offered.

PROS & CONS:

PROS: This report and index offer the most current measure of human services demand that is available. This will offer the region an unprecedented opportunity. Having current data will enable the region to plan for current needs, not historical needs that have since changed dramatically due to significant population growth. Nothing like this has existed before in this region or in the rest of the country. Having a tool like this will assist the region to pro-actively plan human services delivery, and in doing so, the region and services will be more effective.

CONS: There are no anticipated negative consequences.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The offices and service delivery areas of the Community Action Programs (CAP) have been mapped as the resources for this initial endeavor. The CAP's were chosen because they very often they offer the first point of contact for people needing human services. There are many other resources used to address human services, but their service delivery areas overlap, making the mapping difficult and ultimately ineffective.

Five indicators were chosen to illustrate the demand for human services. These include caseload data for recipients of Temporary Assistance for Needy Families (TANF) and the locations of check cashing stores to represent poverty, foreclosure rates, population and service provision data for older adults from the Arizona Department of Economic Security. The data were analyzed through statistical analysis to produce a five-point scale to measure the demand for human services.

It is important to consider density when assessing the maps. Results for zip codes that are very large in geography but have relatively small populations will appear skewed by the human services demand experienced by a small number of people. For example, large rural zip codes will show a demand that in actuality is only experienced by a small number of people in a smaller area of that zip code.

It is also important to consider the availability of data for all parts of the region. Check cashing stores proved a challenge in this area because many zip codes do not have or list any stores. This may appear as showing a low or no demand for human services when it may in fact exist. The index is based on five indicators for this reason. Data missed by one indicator may be picked up by another indicator. The index originally included data about victim crime and property crime but these were eliminated from the index because the data were not available consistently enough throughout the region.

The report does not offer all the contributing factors that create the demand for human services. It suggests areas for more in-depth research. Accordingly, the report offers a high level representation of the human services demand. If more detail is needed about an individual indicator, more research is warranted. This report represents a beginning for dialogue about human services. It does not offer the entire conversation.

POLICY: This project has the potential to greatly change the way human services are distributed. Services can be evaluated within the context of demand in the surrounding community and adjustments made to accommodate the growing and changing population. As this region continues to grow and change, the demand for human services will continue to evolve. As the population and average life span increase, the number and nature of human services demand will change as well. Planning for those changes becomes a critical facet in human services delivery. Innovative strategies that involve a broad number of people and sectors can be developed to address these changes and create a positive impact.

ACTION NEEDED:

Recommend approval of the MAG Human Services Resource Assessment Project Report.

PRIOR COMMITTEE ACTIONS:

The MAG Human Services Technical Committee recommended approval of the MAG Human Services Resource Assessment Project Report on December 13, 2007.

MEMBERS ATTENDING

- | | |
|---|---|
| Carl Harris-Morgan, Gilbert, Chair | * Jayson Matthew, Tempe Community Council |
| Judy Bowden, Mesa United Way | Joy McClain, City of Tolleson |
| Paige Garrett, Quality of Life Community Svcs, Inc. | Jose Mercado for Doris Marshall, Phoenix |
| Joyce Gross, Buckeye | Jeff Young for Sandra Mendez, DES/CSA |
| Jeffery Jamison, Phoenix | * Kyle Moore, DES/ACYF |
| Tim Cole for Deanna Jonovich, City of Phoenix | Sylvia Sheffield, Avondale |
| * Jim Knaut, Area Agency on Aging | Carol Sherer, DES/DDD |
| Francis Delgado for Margarita Leyvas, Maricopa Co. | * Judy Tapscott, Tempe |
| * Joyce Lopez-Powell, VSUW | Patrick Tyrrell, Chandler |
| + Bob Baratko for Dan Lundberg, Surprise | |

+Participated by audio/videoconferencing. *Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, Human Services Manager, (602) 452-5049

Maricopa Association of Governments
DRAFT Human Services Resource Assessment Project Report

Executive Summary

The Maricopa Association of Governments (MAG) Human Services Resource Assessment Project provides a current measure of human services demand to proactively assist regional program development and responsive service delivery. This is achieved through the creation of an updatable index that measures five different indicators including population, foreclosures, the number of older adults who have received services from the Arizona Department of Economic Security, the number of families receiving Temporary Assistance to needy Families (TANF) and check cashing stores. A corresponding set of maps of resources puts the demand in context. With this tool, human services can be evaluated and adjusted to best meet the emerging needs of the community. New collaborations can be forged to help meet these growing and changing needs with existing resources.

The demand for human services is not defined by poverty alone. Factors like rapid population growth and the large numbers of people entering older adulthood present both challenges and opportunities. Left unexamined, this situation can leave the region unprepared to care for its citizens. With thoughtful deliberation and analysis, however, this region is presented with a unique opportunity to proactively plan and put effective programs in place that will reap tremendous results. This will save money and strengthen communities in the future.

Overall demand in relation to this project is meant to include all aspects of human services. Everyone at some point in their life will need assistance, whether that assistance is provided through individual financial means or through subsidized services. A series of indicators were developed to measure this need through an index that can easily be updated annually.

Indicators for the project were developed based on their availability and their relevancy to the services being examined. Each of these indicators was given a per capita rate and placed into the index. These indicators were given a weight based on their accuracy and relevancy in identifying an area of demand. A composite score was then calculated that gave each zip code an overall value that was then displayed on the map showing the level of demand for human services.

The findings indicate the area with the most demand is the southwestern portion of the region, while the least demand is shown in the northeast portion. The reasons for this finding, as well as the nature and number of services being demanded, require additional analysis and explanation. Initial thoughts on these topics are included in the report. Additional findings speak to the individual indicators. Communities at the outlying areas of the region were found to experience the highest rates of foreclosure while check cashing stores and senior services demand were prevalent in several areas throughout the region.

This is the first index to be developed and it will need to be updated and adapted to current needs each year. This tool will allow the region to evaluate services within the context of the demands of the surrounding community. This will facilitate adjustments to ensure programs will best serve the growing and dynamic population.

Introduction

The Maricopa Association of Governments (MAG) Human Services Resource Assessment Project provides a very current measure of human services demand to proactively assist regional program development and responsive service delivery. This is achieved through the development of an updatable index that measures six different indicators. A corresponding set of maps of resources puts the demand in context.

With this tool, human services can be evaluated and adjusted to best meet the emerging needs of the community. New collaborations can be forged to help meet growing and changing needs with existing resources. Leadership and support from come from a myriad of places. Responsibility for meeting these new needs does not rest with any one sector. It will take the public sector, businesses, nonprofit agencies and faith based organizations working together to create sustainable, healthy communities.

Factors like rapid population growth and the large numbers of people entering older adulthood present both challenges and opportunities. Left unexamined, this situation can leave the region unprepared to care for its citizens. With thoughtful deliberation and analysis, however, this region is presented with a unique opportunity to plan proactively and put effective programs in place that will reap tremendous results. This will save money and strengthen communities in the future.

Human services demand is not defined by poverty alone. Correspondingly, this demand also cannot be satisfied with any one approach. People live their lives in a spectrum of growing and diminishing ability. A person is born very dependent on others for the basic essentials of life. As people mature, they are usually able to take on more responsibility for themselves and eventually other people. As people age, this responsibility for self-care is often shared with others as physical and mental capacities slowly diminish. While income certainly affects access to services and supports, it does not entirely supplant the effects of aging.

Sometimes unexpected events can momentarily hinder a person's self-sufficiency. Foreclosure, for example, can affect a family with no prior history of dependence and leave them homeless. That family may need to access services to help them with basic essentials of life. A healthy couple may give birth to a child with developmental disabilities. Regardless of income or experience, they will need services to help their child thrive. Ultimately, human services is about humans, not just services. This issue touches us all. The ability to plan for such moments of need affects the overall health of the community.

The chance that some people will need help at one time or another increases as the population grows. This region is experiencing a trend of explosive growth. In 2000, the Census reported the population of the region at a little over three million people, and by 2006 the population was reported at 3.75 million. With a little more than 100,000 people moving to the area every year, it can be difficult to determine and track emerging needs. This is limited not only to the new people moving to the region, but also for the people moving from the central core to the outlying areas. Communities such as Buckeye, Chandler, Gilbert, north Phoenix, Queen Creek and Surprise have all climbed the lists to become some of the fastest growing areas in the nation.

Municipalities and nonprofit providers are striving to care for citizens, but fast growth has strained their resources. With the population shifting all around the region, new pockets of need are developing. The question is, where are these pockets? Within these pockets, what are the demands for human services? How can services be provided in a cost effective way to serve these new areas? Questions like these are important to ensure service areas accommodate the people that need help the most. The MAG Human Services Resource Assessment Project was created to begin to answer these questions.

All 135 zip codes in the region were analyzed in their respective demand for human services. A composite map showing each zip code and its level of demand has been created. In addition, maps have also been developed for each indicator within the index to assist providers with a more specific focus. The maps also feature the locations and service delivery areas of the Community Action Programs (CAP). These offices are often the first point of contact for people in need. They provide critical benefits and services directly and offer a point of access to other programs. While the CAP offices are certainly not the only resource used to address human services needs, they are available throughout the region and have clear service areas that do not overlap. Mapping other resources such as the multitude of nonprofit and faith-based agencies was considered, but their overlapping service delivery areas would not have translated well visually.

A more in-depth, geographic specific analysis of the other resources used to address human services would be of assistance for those wanting to engage in more detailed program development. This report and corresponding maps will be distributed to all MAG committees and member agencies including but not limited to municipalities and nonprofit agencies. Doing this will allow the providers to evaluate their programs and determine if they need to adjust their services to best meet the needs of the people in their area.

This project is an important part of the regional planning effort conducted by MAG. MAG membership includes 25 municipalities, three Native American Indian communities, the Arizona Department of Transportation, the Citizens Transportation Oversight Committee, and Maricopa County. As a council of governments, MAG addresses issues that cross jurisdictional boundaries such as transportation, air quality, and human services.

As the regional planning agency, MAG coordinates all parties in a cooperative atmosphere that allows issues to not just be addressed in certain areas, but across the region as a whole. This issue involving growth and the strain of human service demand is important for the whole region to consider as human services know no boundaries. Struggles associated with aging, for example, is an issue that every community confronts to some degree.

These issues bring forth the challenge of how to capture an accurate picture of the demand for services caused by such dynamic growth. While the growth contributes to the demand for human services, it also stymies attempts to provide current and responsive analysis since data collection has not yet begun in many of the new areas. This index must be updated frequently in a consistent manner for the benefit to be fully achieved. This concern very much affected what and how the indicators were chosen to represent the demand for human services.

Human Services Demand Indicators

To address the issue of growth, a set of indicators was developed to identify what areas of the region indicate a demand for human services. While not every aspect of human services demand is represented in the index, the indicators chosen can show a representative value of need. This index also does not account for all of the services being provided already. Not having current programs embedded into the project design facilitates greater ease in using the index for new program development and adjustments to current services. This design ensures the project will enhance regional planning, maximize resources and reduce inappropriate service delivery.

Aging

Programs to assist older adults are abundant in this region. However, many of those services are provided through senior centers or community care providers, which often serve only lower income or geographically restricted segments of the population. Any indicators chosen for this population need to include all older adults, regardless of income or geography, so that the entire spectrum of those needing human services are included in the index.

The indicator developed for older adults in this project was service provisions through the Division of Aging and Adult Services through the Arizona Department of Economic Security (DES). The information obtained from DES includes programs such as meals, personal care, and health services. Using this information does not exclude any portion of the aging population that would likely be in demand of any services, and it is not restricted by income level or geography of residence. It is also very easily updated by contacting DES for the information. However, this indicator is limited in its effectiveness as a stand alone indicator since it cannot show the unmet need for such services. Areas with a concentration of service clientele can be found, but areas where little or no accessed services may possibly demonstrate a higher unmet need. There are also many other types of services associated with older adults that are not addressed with this one indicator, so identification of specific needs would require further analysis.

Foreclosures¹

Foreclosures rates have increased dramatically in this region and throughout the country. With the explosive housing boom between 2000 and 2005, home prices became inflated. Mortgage companies were giving out larger loans at lower interest rates that were fixed for one or two years and would then increase significantly. These sub-prime adjustable rate mortgage loans were being granted without requiring large down-payments or significant financial documentation. As this situation unfolds, it is clear that some of the mortgage brokers acted illegally. They inflated incomes or over-valuated homes to qualify people for loans that they could not afford (Gellar, 2007; Markman, 2007).

¹ Foreclosure rates (bank owned properties in the final stages of foreclosure) were found using RealtyTrac.com which is a source commonly used by news agencies for foreclosure information.

The crisis is spreading all across the country, with areas that experienced the most growth having the highest rates of foreclosures. As the interest rates on the adjustable rate mortgages increase, those that are not able to afford their increased mortgage payments are losing their homes. This affects people that have these mortgages, their neighbors, mortgage companies, and the homebuilders. People are losing their homes, their jobs, and their lifestyles.

Skyrocketing foreclosures causes a multitude of problems for not only those directly affected by going through the foreclosures, but also those that are indirectly affected by the consequences of high foreclosure rates. Directly, the homeowners are forced out of their house. The homeowner then has to either move in with friends or family, find a place to rent, or become homeless. This is even further complicated here because apartment complexes were being converted into condominiums during the housing boom (Corbett, 2006). Mortgage lenders, home builders, and real estate agents are starting to lose their jobs as the profits are not available any more to keep as many people employed in these fields (Richter, 2007).

Indirectly, this has devastating effects for the community as well. The number of vacant homes in neighborhoods is further devaluating the occupied homes, causing the homebuilders to drop prices significantly. This decrease in home values also makes it more difficult for homeowners to refinance their adjustable rate mortgages (Markman, 2007). These vacant homes are also going to contribute to crime, increases especially in areas with clusters of vacant homes (Evans, 2007). As fewer people live in the neighborhoods, there is less chance that someone will report criminal activity.

Another indirect casualty is rental housing. Renters who were living in houses and apartment complexes bought by investors that are going through foreclosure are now finding themselves without homes (Beyer, 2007; Eaton-Robb, 2007; Evans, 2007). It is important to identify the areas with high foreclosure rates. By identifying the areas, services such as credit counseling, emergency housing assistance, and legal services can be directed to help people as soon as possible.

Population

Population is an important indicator as everything happens according to scale. There can be an enormous number of occurrences for any of the indicators in an area, but if that area has a very large population, it will not indicate a very large demand for that service. The same is true for smaller areas. By including population as an indicator, each area can be accurately represented without having the data skewed toward areas with higher populations.

Since it has been seven years since the last decennial census, the data from the 2000 Census are not appropriate for the needs of this project. The Census is currently the only comprehensive data collection effort of its kind, and while other efforts are in place to collect data, none are as in-depth or consistent throughout the region as the Census. Populations that are in demand of services can move throughout the region as rapidly as other population groups. Compounded with the very fast rate of growth, newcomers to the regions are also likely to increase the demand for human services as well. This makes identification of areas that are in demand of services problematic. The rapid growth in outlying cities makes data collection difficult as data are just

starting to be collected for these areas. Only government services are likely to have reached new areas.

Along with the rapid growth, the U.S. Postal Service has added new zip codes to the region, the latest of which were added in July 2007. Data gathered from these zip codes are not as complete as those that have been in existence longer. Even more complexity was added when the Postal Service changed the boundary lines of several zip codes in the region at the same time. This means data were shifted from one zip code to another. There is no way to account for this shifting in a simple process that can be easily repeated in a later year. This is not as detrimental as the addition of the new zip codes, however, since the data will still be in the same general area. Including the new zip codes added this year, a total of 17 zip codes have been added to the region since 2000. These new zip codes not only signify the growth in the region, but also create problems in analysis since new data cannot be compared to old data.

Poverty

When a person or family has a need but cannot provide for themselves due to a limited income, they are more likely to access human services. As such, poverty can be an indicator of the demand for human services. Income would be the best indicator for poverty, but these data are not available consistently throughout the region since the 2000 Census was the last time income levels were collected. The 2005 Census Survey did not report data on income levels at all. The American Community Survey only reports data on cities larger than 60,000 people. This would exclude the smaller communities in the region. In absence of more current data about income levels, this project sought to establish other indicators to demonstrate poverty.

Studies have been done repeatedly to show how crime and low education levels are related to poverty (Crutchfield, 1989; Sandefur, 1988; Symonds, 2005). However, with such a rapid population growth, it is not possible to measure the current level of education. Crime is the only indicator that keeps pace with the population growth as it is updated daily by most police departments. Having just one indicator, however, to identify areas of poverty is not enough to accurately define the demand for human services in these areas. Even more importantly, the crime levels alone do not necessarily indicate that an area actually is in poverty. Two other indicators were developed to better locate high service demand areas. One is check cashing stores. The other is Temporary Assistance for Needy Families (TANF).

Check cashing stores were chosen as an indicator because of their utilization by populations that have limited incomes and often experience financial crises. As such, these populations are more likely to need short-term loans or low-cost check cashing services. Usually banks do not offer these services to those with low credit ratings. Check cashing stores allow for an easily updatable source since listings are available through phone book directories. The directory used in this project was the Yellow Pages.

TANF is a government program available to temporarily assist low-income families until they are able to provide for themselves. It provides families with the resources needed to achieve self-sustainability as soon as possible while helping the parents with job training and placement

(Office of Family Affairs, 2006). Using TANF as an indicator allows specific location data on families in poverty. As a statewide program, data are consistently available for all parts of the region. It is also a source that can be updated easily by obtaining caseload data from the Arizona Department of Economic Security (DES). The drawback to this indicator is that it cannot identify potential need for the service. By combining it with the other indicators in this category, it can help with identifying the overall demand for services in the region.

Methodology

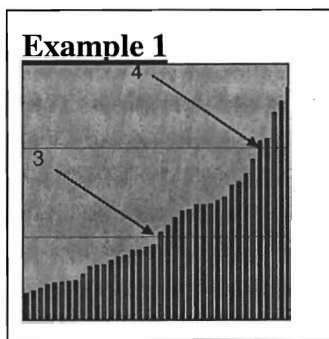
The methods used in this project were chosen based on the availability and relevancy of data. Since the index is to be updated annually, the data must also be available annually. This project is designed to accommodate change and adaptability. Indicators can be eliminated or included based on the environment at the time. Had the methods chosen in creating this index been complex, tasks such as updating and adapting it would involve rebuilding the project from the ground up. This is something to be avoided. The sooner this index is distributed each year, the sooner service providers can be prepared for any changes or unexpected demands that they would need to address. Also, by having a simple design, the end product should be easy to understand and the results easy to apply.

Each indicator was researched at a zip code geographic level. While census tracts are most commonly used for research such as this, the information needed for the indicators is not compiled by census tracts. Only government data through DES and the Census are available in census tract form, with the rest of the data most easily accessible by zip codes. Since government data are also available by zip codes, this was determined to be the best way to assemble the data.

The index consists of a list of all 135 zip codes in the region with a set of five values next to each zip code corresponding with each indicator. Each of the indicators remains separate on the index so that each can be evaluated individually. A sixth value was also added that provided an overall indicator value. The five indicators are as follows:

- Check cashing
- Foreclosures
- TANF
- Senior services
- Population

A scale was set up with the numbers one through five with one being the lowest level of need and five being the highest. For each indicator, the value scales were chosen based on evaluating the data on a graph and finding breaking points where there is a significant difference between two data points. An example of which is shown in Example 1.



To compile an overall score for each zip code, a weight was applied to each indicator based on their relevancy and accuracy in identifying need. The weights were applied as a percentage of the indicator value and the percentage of all the weights add up to 100. Having the weights applied to the indicators allows for less bias in the results. For example, having a higher number of a less accurate indicator will not cause the overall need of the area to skyrocket. The weights are as follow:

- Check cashing: Ten percent
- Foreclosures: Twenty percent
- TANF: Twenty-five percent
- Senior Services: Twenty-five percent
- Population: Twenty percent

Check cashing stores were given the lowest weight in the index because they are dependent upon many factors in a community such as population, primarily those with lower incomes and significant financial crises. In addition, stores are not present in nearly half the zip codes. If the weight was high, the index would form an exclusionary factor on areas that do not have check cashing stores when formulating the composite score. Foreclosures were given their weight due to the crisis that is unfolding and the relevance of being the only indicator for that type of need. TANF and Senior Services have the highest weights since they are the most accurate in identifying a group in need since both are actual distributed services. Senior services were also given the high weight due to it being the only indicator for the aging population. Population was given a mid-range weighting since the demand for human services can grow with an area's population.

Once all the values were added to the index, maps were created for each of the indicators and the composite value. The composite map can be found in Appendix 1. The maps were formed to give a visual profile of where the demands for human services are located. The maps representing the individual indicators are a valuable asset in making connections between the data and the composite map. Having the maps will make the findings from the research much more helpful for the service providers.

Findings

This project presented many challenges from defining the issue to how to best represent the final data. The map and index need to be analyzed within context. This analysis will cover everything from the statistical products of the indicators to what each individual indicator reveals about the demand for human services in the region.

Statistical Analysis

The process began with statistical analysis. This was done to confirm that the indicators chosen for human services demand actually relate to each other and to possibly discover any other links between types of service need.

A weak relationship exists between check cashing stores and TANF cases. Check cashing stores also had a weak relationship with population. While the relationships are not very strong, there is still a relationship, meaning that check cashing stores have a tendency to be located in areas with poverty and high populations. This confirms research on the topic when choosing check cashing stores as an indicator for poverty. The relationships between the indicators were not expected to be very strong, as there are many factors that define human services demand and none can act alone.

There were no relationships found with foreclosures and senior services. Their correlation with other data was too small to find any significant relationship. Even though the relationship is not present between these indicators, they are still relevant to the project. Each indicator represents a segment of the population that is in demand of human services. It is not required that they be related to each other for the index to indicate demand.

The entire chart of correlations is shown in Example 2. When conducting social science correlations, a correlation coefficient (the number associated with the relationship between two categories) of .2 or higher indicates there is a relationship present between the two categories. That is what is shown in the chart. Shaded boxes indicate a relationship exists between the indicators.

Example 2

	Check Cash	Foreclosure	TANF	Senior Services	Population
Check Cash	-----	-----	-----	-----	-----
Foreclosure	0.0146	-----	-----	-----	-----
TANF	0.1842	0.0312	-----	-----	-----
Senior Services	0.0070	0.0018	0.025	-----	-----
Population	0.1789	0.0082	0.0552	0.0079	-----

Statistical Analysis completed on data as of October 2, 2007.

Comparing Areas with the Least and the Most Demand

Analysis of the maps is focused on the identification of areas that are in demand of human services. At first glance, the most obvious point to note is that the southwestern portion of the

region indicates the most demand for services. The northeastern portion is the area with the least demand. This difference can be explained by looking at the factors of the topography and price of land.

The biggest difference is that in the northeastern portion of the region, the land is much more expensive and continues to increase in price because the land is closer to the mountains and Tonto National Forest. Because of the cost of the land, homes are much more spread out so large homes can be built on very large properties. Having these high-priced homes with a low density means there is a lack of concentrated population that would show the demand for human services.

In the southwest, the land is less expensive and it is primarily large expanses of open desert. This more affordable flat land results in this area becoming a prime area for developers to build large subdivisions. Houses in the southwest, with the exception of the very rural parts where development has not yet reached, are built much closer together than those in the northeast portion of the region. Higher density also contributes to lower housing prices since more houses can be placed on a piece of land. Having this influx of more affordable housing in the southwestern portion of the region led to a large concentration of persons with modest incomes. These people are more likely to have a higher demand for services.

Rural Areas of the Region

An interesting point to note in the southwestern portion, though, is that a large majority of the area is still rural desert. Zip codes in this area are extremely large because of the very low density of people. One small town showing a demand for services will affect the entire area. This is the case for the Town of Gila Bend. While the city itself is not very large with a population of only about 2,000 people, it sits within one of the largest zip codes in the region and contains a very large majority of the residents within the zip code. When the index was created and maps were developed, the Gila Bend zip code indicated a high demand for services which then caused the entire zip code to be painted for a high level of demand. While most of the service demand is located within the small area of the town of Gila Bend, the whole zip code still indicates a high demand for services. Such a situation is not likely within the metropolitan area of Phoenix. However, on the fringes of the region, the situation is likely to repeat itself. Looking at the demand for services in those areas needs to be considered within context. One needs to assess if there are population concentrations in them that are in demand of services rather than the entire zip code. This will make program development and service delivery areas more accurate.

Check Cashing Stores

Check cashing stores proved to have some relationship to both TANF cases and population through the statistical analysis. The relationships confirm that the two indicators were good choices in identifying areas of human services demand. TANF directly serves low-income persons and check cashing stores primarily serve low-income persons as well. The map reveals four areas in the region that have large concentrations of the stores. When comparing these areas to the overall indicator map, though, none of the areas with the highest numbers of check cashing

stores show up in the highest demand areas. Some of them do, however, show up in the next to highest level of demand.

The main problem associated with check cashing stores as an indicator is the amount of blank space created by the overwhelming number of zip codes that did not contain any of the stores. It is possible that using a phone book directory to track the locations of check cashing stores may not be the most comprehensive list of the stores. Some of the stores may be fairly new so they do not appear in the directory yet or they choose not to be listed. However, doing a complete visual inventory of all check cashing stores would be very expensive and time consuming. So, using the phone book directory remains the best way to inventory the stores at present time.

Foreclosures

The foreclosure events happening around the nation is a rather new occurrence. It is not expected that this is going to remain on the index as an indicator for the prolonged future, but should remain there for several years. Evaluating the region for foreclosure rates is new territory. Determining the best location of services to best help those going through foreclosure will be critical.

Mapping the areas in foreclosure helped significantly in identifying exactly where these events are taking place. The most significant observation is that the foreclosure rates are highest in areas that have experienced the fastest growth in the past five years. This includes places such as Surprise and Queen Creek. They are experiencing some of the highest rates of foreclosure with Surprise at close to 30 foreclosures per 1,000 houses in certain areas and Queen Creek at 26 foreclosures per 1,000 houses. The City of Maricopa is also experiencing very high rates at nearly 25 foreclosures per 1,000 houses. However, the rate shown also includes the foreclosures occurring in the Pinal County portion of its zip code. This rate may not be what is actually happening in the MAG coverage area of that zip code, but it should still be of concern.

Other areas showing high rates of foreclosure are portions of Anthem, Avondale, Buckeye, and El Mirage, all of which have rates near 20 foreclosures per 1,000 houses. These rates are likely to change several times throughout the year. It is important that the numbers of foreclosures are watched carefully throughout the year, especially toward the beginning and middle of the year as that will still allow time to identify potential crisis areas and direct resources to them.

When conducting the research on the current foreclosure problem, some interesting figures were found pertaining to the number of sub-prime mortgages in the market right now and the expected dates for them to reset to higher interest rates. Nearly three million sub-prime mortgages are estimated to reset to higher interest rates in the next couple years. Estimates say between one to two million houses will go into foreclosure in the same period (Bloomberg, 2007; Isidore, 2007). The Joint Economic Committee released a report saying that homeowners could face a loss of close to \$71 billion in property value and states will lose \$917 million in property tax revenue due to the foreclosure problems across the nation. They are expecting 1.3 million of the 7.4 million total sub prime mortgage borrowers to go into foreclosure (Bloomberg, 2007). How much of that will effect Arizona is unclear, but RealtyTrac listed Arizona as having the seventh

most foreclosures in the country (Reagor, 2007). This is an issue which will need attention from human services.

Senior Services

The older population in the region has formed pockets in the community. There are seven areas that stand out as having high concentrations of people that accessed senior services and they are spread out across the region. The areas are Buckeye, Gila Bend, central and east Mesa, north and central Phoenix, south Scottsdale, Sun City, the Wickenburg area, and Youngtown. Central Mesa, central Phoenix, and south Scottsdale are all older developments. Since older adults tend to move less often, it makes sense that older, more established neighborhoods would have a higher rate of older adults, and correspondingly, a higher demand for senior services. The communities of Sun City and Youngtown are not surprises since they are age-restricted communities. Having the concentrations form fairly clear cut identifiable areas in newer developments is surprising and can help senior service providers to base their operations in locations that are responsive to the demand for services.

Overall Demand and What That Means

Overall demand needs to be further clarified. It is not meant to indicate that an area with high demand is severely poor. For example, services like those provided through senior services or for foreclosures are not restricted by income. In the case of senior services, disabilities can hinder a person's ability to care for themselves so they need the help of others to perform daily, weekly, or monthly tasks. While foreclosures do lead to severe financial hardship, the people affected by them may not have actually been low-income initially. The range of causes for foreclosures can affect even the most unsuspecting. That is not to say that those who are economically disadvantaged are not included as they are also in need of services. The composite map tries to equalize the effects each has on the overall demand value for each zip code.

Also, when determining how to distribute resources, the maps only serve as a guide. When the map indicates an area is in high demand, it means that a large portion of the population in that area demands services. More analysis and research needs to be conducted in order to ascertain the precise number and kind of services that would be appropriate to that area.

Conclusion

The Human Services Resource Assessment Project has the potential to greatly change the way human services are distributed. This is the first index of its kind to be created in not only the region but possibly the nation. Services can be evaluated within the context of demand in the surrounding community and adjustments made to accommodate the growing and changing population. Instead of having to wait every ten years for a comprehensive analysis of the region through the Census, this tool allows the region to remain current on where the demands for human services exist.

Efficiency is very important in the area of human services. Resources can be wasted if the needs within a community have changed and services are not located appropriately. As agencies face budget shortfalls, planning the distribution of services greatly helps in not only keeping the agency sustainable, but in making them relevant to the community. As budgets shrink and needs escalate, innovative strategies can be developed to create meaningful change. For example, the West Valley Human Services Alliance, a broad partnership of all sectors, is convening faith-based organizations and nonprofit agencies to make more medical services available to uninsured people in the West Valley. This effort taps into the strengths of organizations that have not worked with each other before. These new partnerships will ensure that an important need is met within the current constraints of funding and personnel.

As this region continues to grow and change, the demand for human services will continue to evolve. As the population and average life span increase, the number and nature of human services demand will change as well. Planning for those changes becomes a critical facet in human services delivery. Accessibility of these services is very important to accommodate these changes. As this project evolves to accommodate change, cooperation between all the agencies involved will also need to evolve. These changing relationships will not only increase efficiency in providing the services, but also help to share resources as needed. This will keep service providers available to assist the community. Even more importantly, people in the community will be better served by doing so.

For more information, please contact the MAG Human Services Division at (602) 254-6300 or at maghumanservices@mag.maricopa.gov.

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Acknowledgments

Development of the MAG Human Services Resource Assessment Project would not have been possible were it not for the hard work and innovative minds of many people. Without contributions from the MAG committees, member agencies, and community partners, this project would not have been completed in the time frame envisioned and with the quality expected.

The MAG Human Services Coordinating Committee and Human Services Technical Committee in particular were significant contributors to the project. Without their guidance, the project would have never been in existence. Their voices of representation from around the region greatly helped this project stay on track to make sure the intentions behind the project remained in focus. Thanks goes out to all MAG member agencies that have voiced support for continued development of this project.

Special thanks also go to the Arizona Department of Economic Security for providing much needed data. The data they provided were critical in developing the indicator system, and without this the development of the project would have encountered major roadblocks. MAG also extends thanks to Arizona State University's School of Urban Planning for providing an intern, Steven Howland, whose expertise and diligence truly shaped this project.

(List members)

Human Services
Resource Assessment
Project

Composite Indicator*

Composite Indicator (by zip codes)

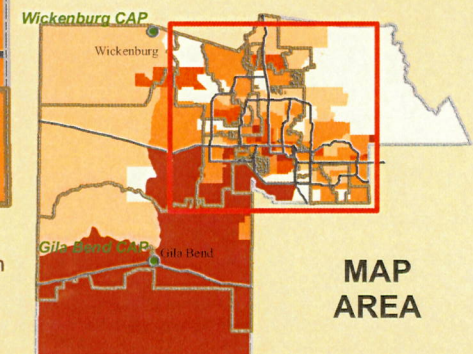
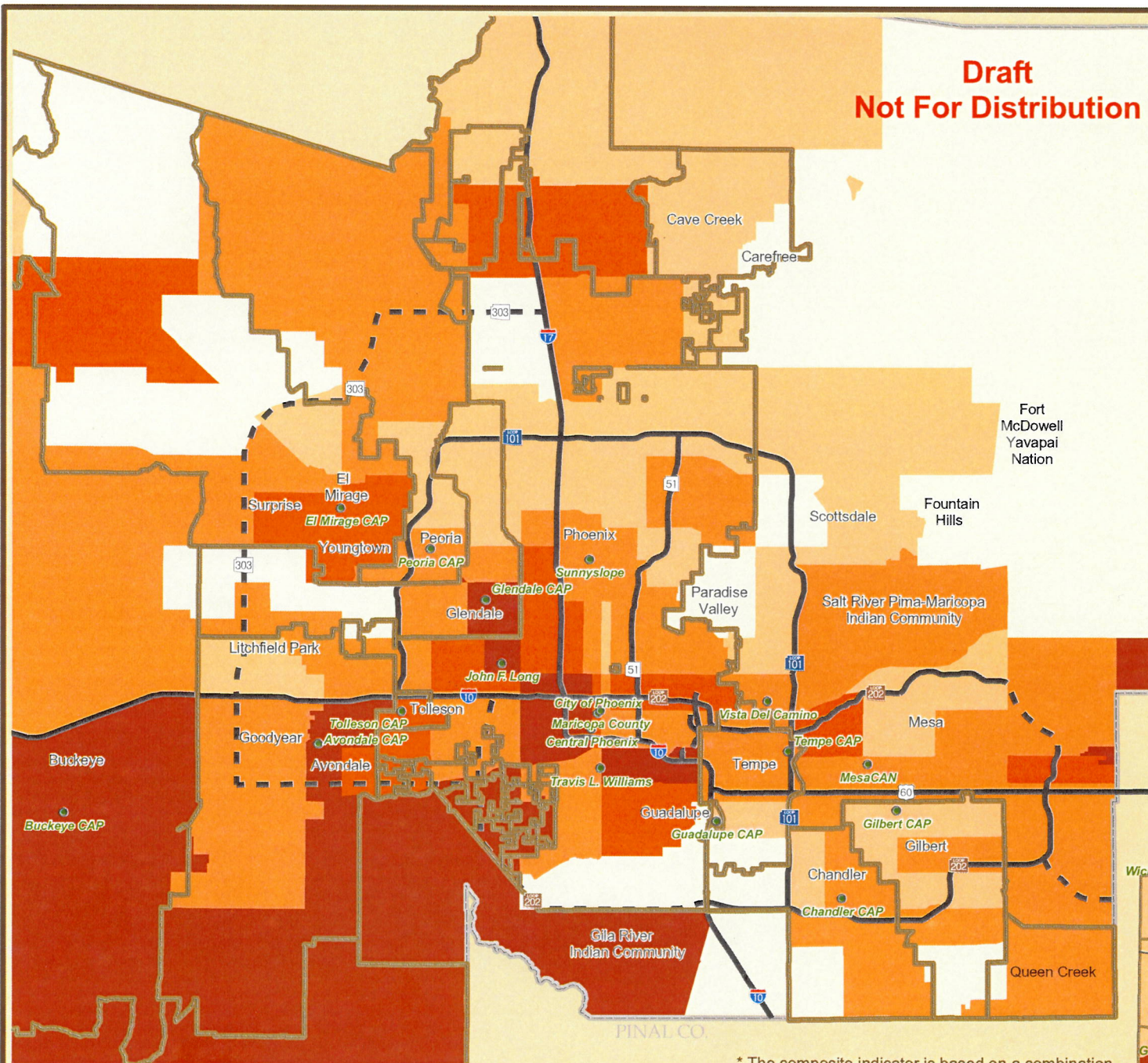
- .70 - 1 (Highest Demand)
- .57 - .70
- .46 - .57
- .35 - .46
- Less than .35

- Community Action Program
- Service Delivery Areas

Other Features

- Existing
- Planned
- Maricopa County

**Draft
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Source: See note explaining composite indicator
Map Prepared by
Maricopa Association of Governments
October 2007



* The composite indicator is based on a combination of the weighted value of data from the following sources: Arizona Department of Economic Security, 2005 MAG Population Estimates, RealtyTrac, and Qwest Business Listings.

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Human Services
Resource Assessment
Project

Temporary Assistance for Needy Families (TANF) Indicator*

Number of families accessing
TANF per 1,000 residents

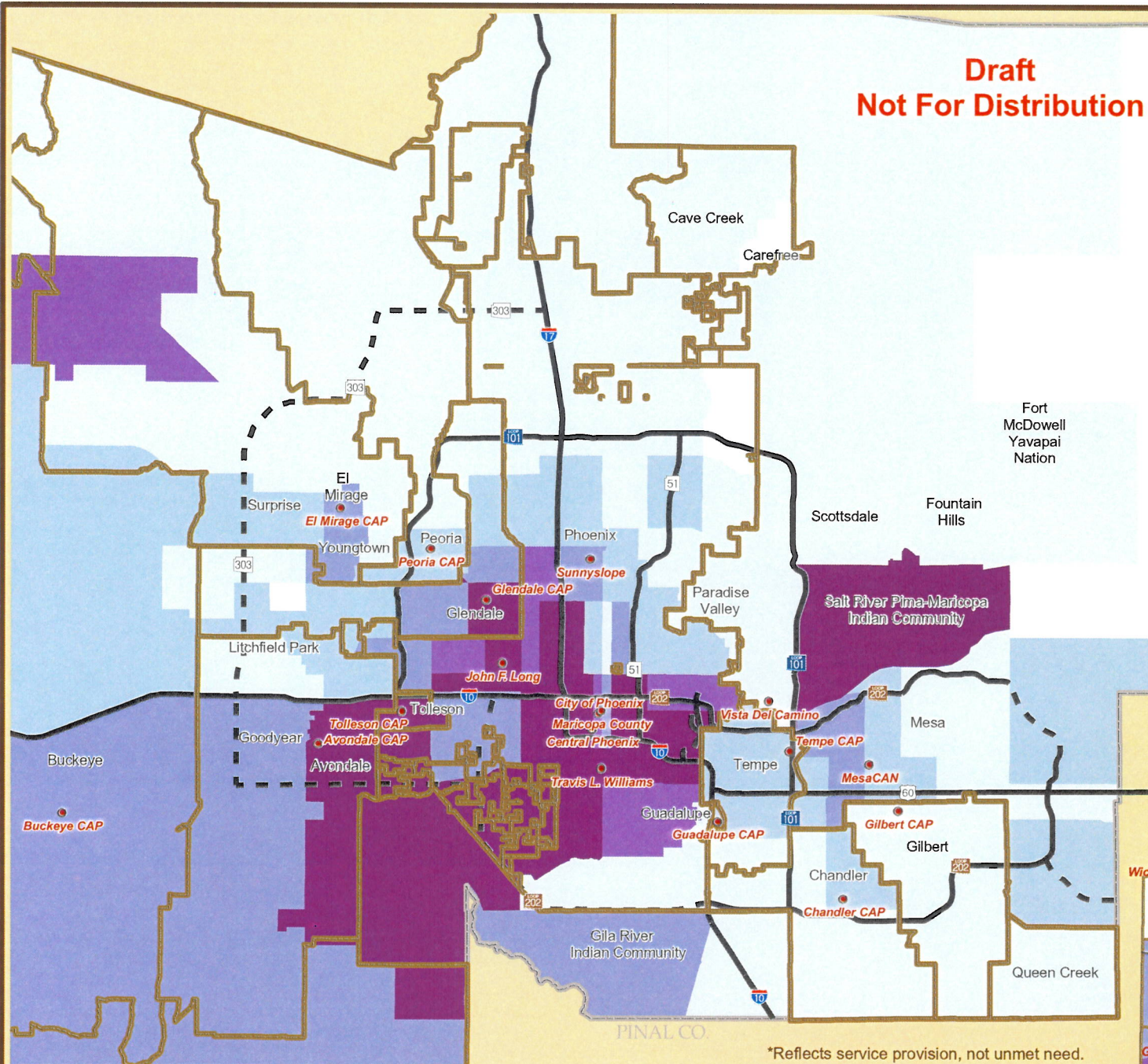
(by zip codes)

- 12.5 to 18 (Highest)
- 9.5 to 12.5
- 5.8 to 9.5
- 3 to 5.8
- Less than 3
- No Data

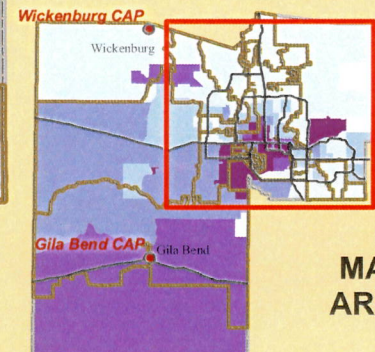
- Community Action Program
- Service Delivery Areas

Other Features

- Existing
- Planned
- Maricopa County



*Reflects service provision, not unmet need.



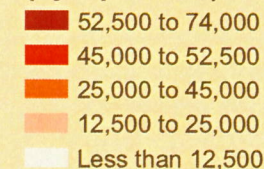
**MAP
AREA**

Source: Arizona Department of Economic Security (2006)

Map Prepared by
Maricopa Association of Governments
October 2007

2005 Population Indicator

2005 Population Indicator (by zip codes)

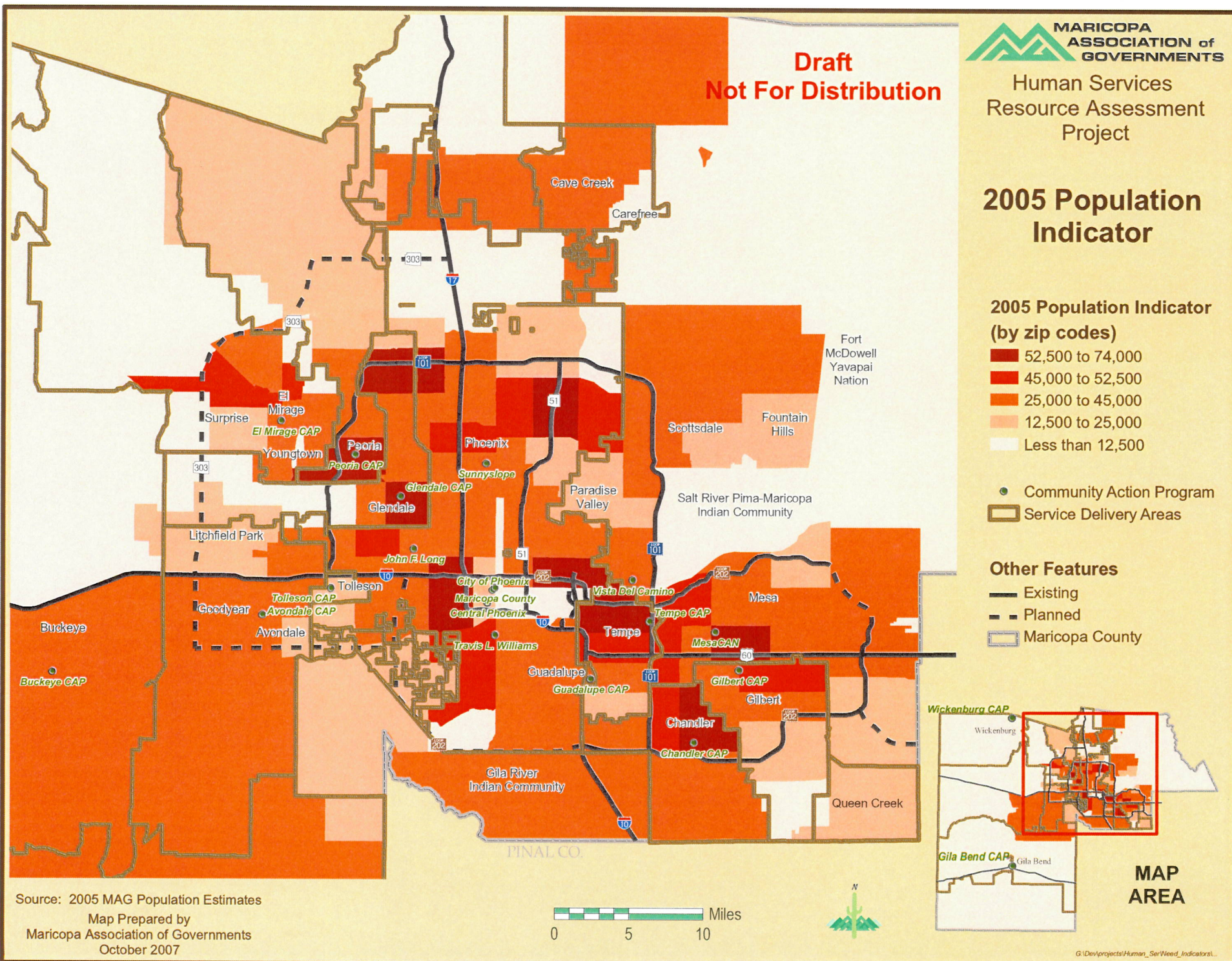


- Community Action Program
- Service Delivery Areas

Other Features

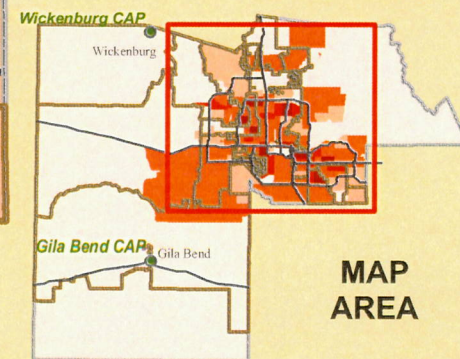
- Existing
- Planned
- Maricopa County

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Source: 2005 MAG Population Estimates
Map Prepared by
Maricopa Association of Governments
October 2007

0 5 10 Miles



**MAP
AREA**

Human Services
Resource Assessment
Project

**Senior Services
Indicator***

Number of People accessing
senior services per 1,000
residents

(by zip codes)

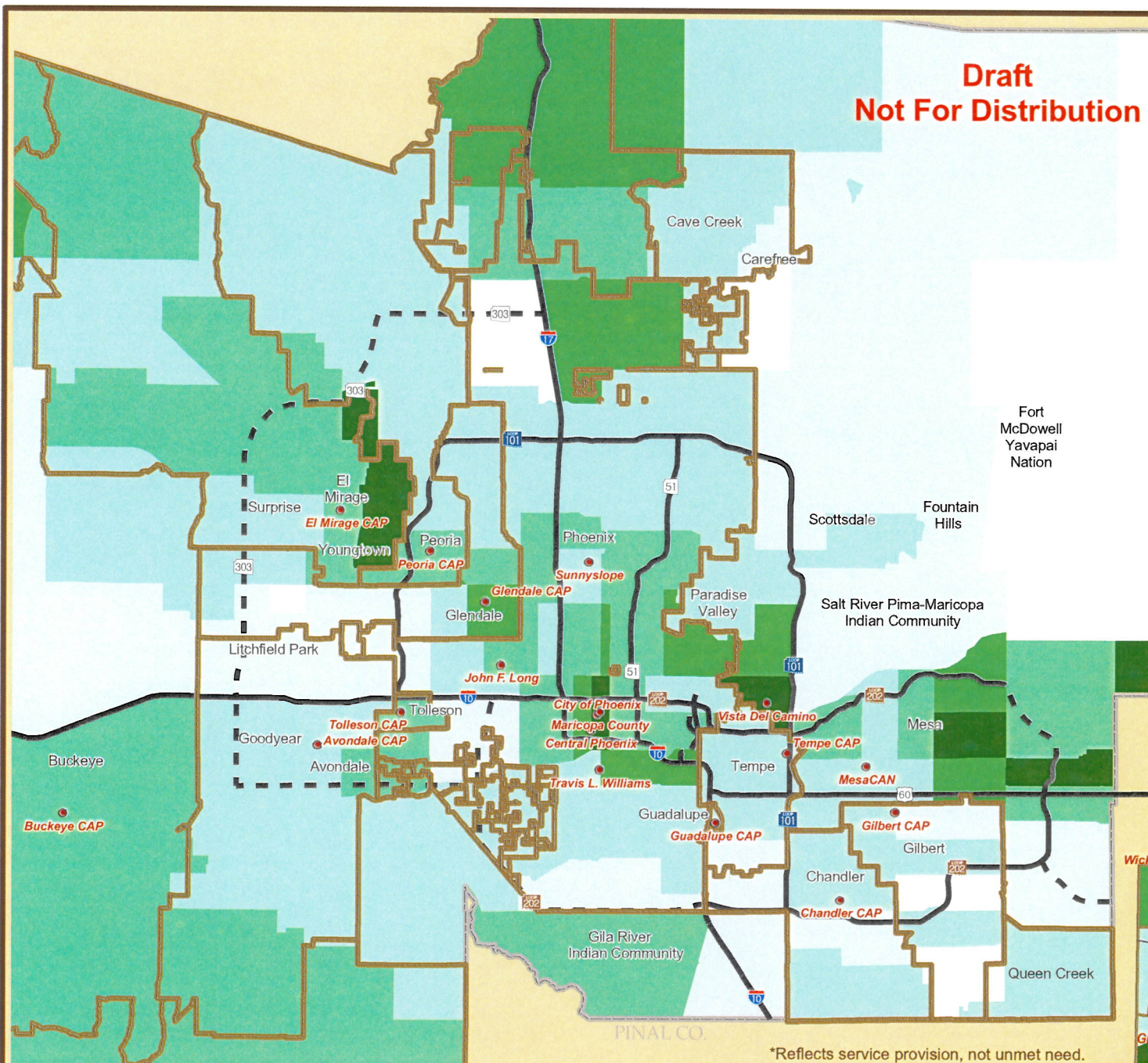
- 10 to 34 (Highest)
- 5.5 to 10
- 3 to 5.5
- 1 to 3
- Less than 1
- No Data

- Community Action Program
- ▭ Service Delivery Areas

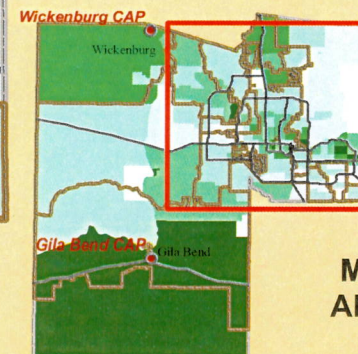
Other Features

- Existing
- - - Planned
- ▭ Maricopa County

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*Reflects service provision, not unmet need.



**MAP
AREA**

Source: Arizona Department of Economic Security (2006)

Map Prepared by
Maricopa Association of Governments
October 2007

Human Services
Resource Assessment
Project

Foreclosure Indicator

Bank owned properties
per 1,000 households

(by zip codes)

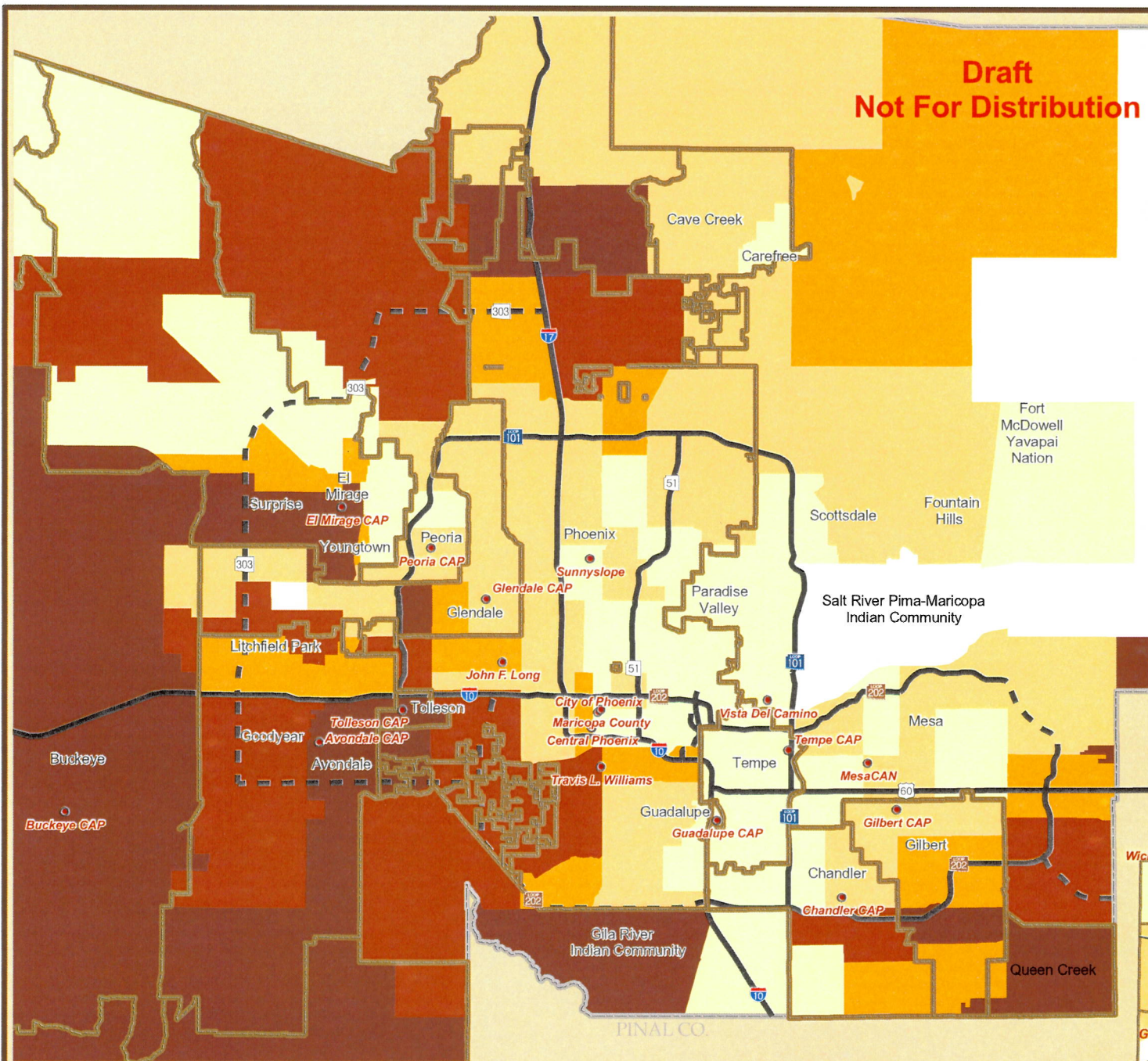
- 16.5 to 35 (Highest)
- 11 to 6.5
- 6 to 11
- 3 to 6
- Less than 3
- No Data

- Community Action Program
- Service Delivery Areas

Other Features

- Existing
- Planned
- Maricopa County

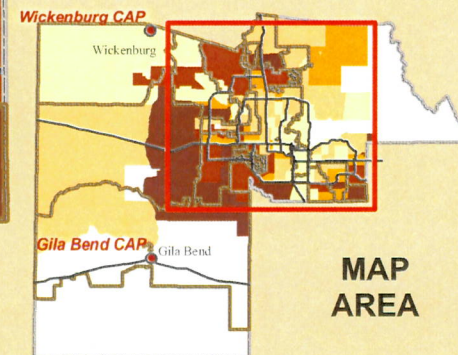
**Draft
Not For Distribution**



Source: RealtyTrac; Reported bank owned properties obtained by foreclosure (Nov. '07)

Map Prepared by
Maricopa Association of Governments
October 2007

0 5 10 Miles



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Human Services
Resource Assessment
Project

Check Cashing Indicator

Check Cashing Locations
per 1,000 residents

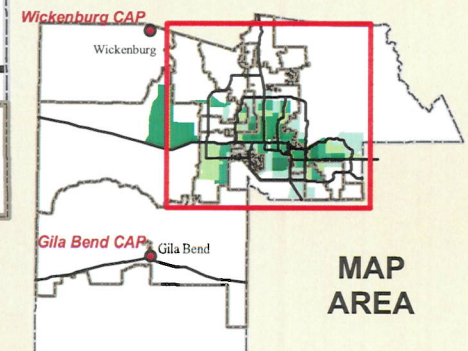
(by zip codes)

- .30 to .64 (Highest)
- .20 to .30
- .13 to .2
- .07 to .13
- Less than .07
- No Data

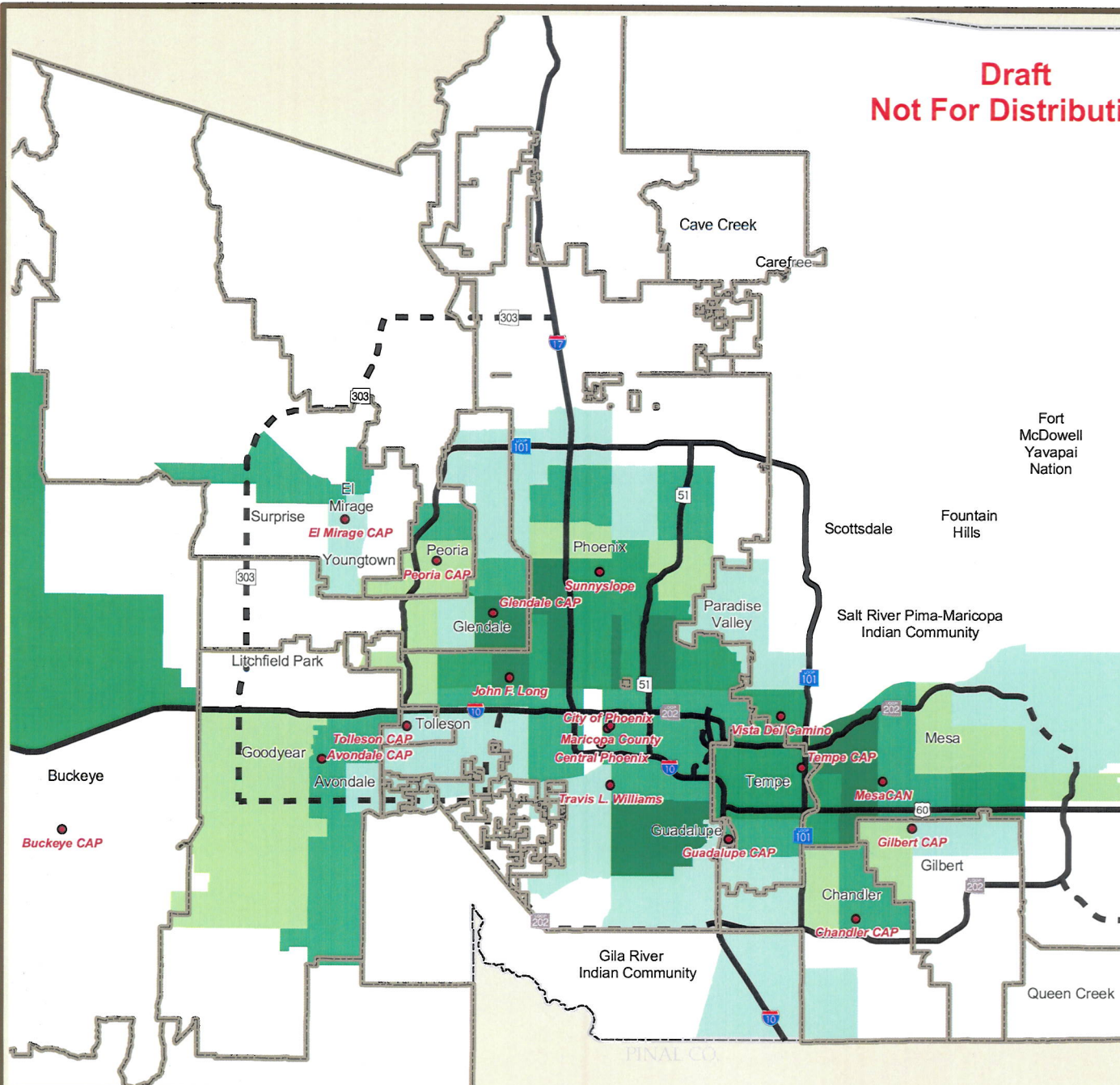
- Community Action Program
- Service Delivery Areas

Other Features

- Existing
- Planned
- Maricopa County



**MAP
AREA**



Source: Qwest Business Telephone Listings (Sept. '07)

Map Prepared by
Maricopa Association of Governments
October 2007

